

# **California Department of Transportation**



## **2004 Interregional Transportation Improvement Program**

**April 12, 2004**

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## Overview of the ITIP

The Department of Transportation's five year interregional transportation improvement program (ITIP) is prepared pursuant to Government Code 14526 and consists of projects funded from the interregional share, which is 25% of new State Transportation Improvement Program (STIP) funding. For 2004, due to the State's budget problems and associated effects to the State Highway Account, no new funding is available for adding new projects. The development of the ITIP consists primarily of delaying projects to later years consistent with the ITIP programming targets as described in the 2004 Fund Estimate, adopted by the California Transportation Commission December 11, 2003. Every effort has been made to make this ITIP consistent with the CTC funding targets.

*The 2004 Fund Estimate includes no new funding for the ITIP.*

The ITIP is 25% percent of the STIP. The STIP consists of two broad programs, the regional program funded from 75% of new STIP funding and the interregional program funded from 25% of new STIP funding. The 75% regional program is further subdivided by formula into county shares to be nominated by regions for projects that improve transportation in the region. The 25% interregional share is nominated by Caltrans in the ITIP for projects that improve transportation between regions.

### Goal and Themes

The 2004 ITIP continues to promote the goal and themes from 2002. The four themes below recognize the multiple functions of transportation facilities, the complexity of transportation problems faced in California, and the range of system improvements needed to address them.

**Goal:** *Improve interregional mobility and connectivity across California in cooperation with our regional partners, to ensure an integrated interregional and regional improvement program.*

*Along with project funding decisions, the ITIP places projects in their interregional context.*

### Themes

In 2002 the Department adopted focused themes to meet the goal, guide ITIP investments and encourage funding partnerships to improve the State's multi-modal transportation systems. These themes will continue to be used for project selection in future STIP cycles. The theme criteria are described in full detail in Appendix D. These themes are:

- *Complete the ITSP Focus Routes*
- *Reduce Congestion and Promote Livable Communities*
- *Improve Goods Movement*
- *Encourage Rural Funding Partnerships*

### ITIP Project Benefits

The major quantifiable benefits of ITIP state highway projects are described below. Intercity passenger rail projects and other non-highway projects have additional statewide and regional benefits not captured below. It is estimated that 31,800 jobs will be created from the \$1.2 billion of highway construction funding in IIP alone.

Benefit	Annual	Five Year	Twenty Year
<b>Delay:</b>			
Reduction for traveling public (hours in millions)	146.6	732.8	2,931
<b>Savings:</b>			
Delay Cost Reduction (millions)	\$719.7	\$3,598.5	\$14,393.8
Safety Benefits (millions)	\$190.1	\$950.7	\$3,802.9
<b>Total</b>	<b>\$ 909.8</b>	<b>\$4,549.2</b>	<b>\$18,196.7</b>

### **Interregional Transportation Strategic Plan**

The 2004 ITIP is consistent with the Interregional Transportation Strategic Plan (ITSP). The ITSP is the framework that guides investment of Interregional Improvement Program (IIP) dollars. The Plan includes six primary objectives for directing interregional program funds to achieve statewide interregional goals, which are:

- Complete a trunk system of higher standard routes – usually expressway/freeway standards. Referred to as Focus Routes.

*The ten Focus Routes complement the interstate system, and when completed, will provide the State with a constrained strong ground transportation system. The Focus Routes and Interstates comprise one third of the state highway system miles yet carry over two-thirds of system travel. These routes carry nearly all large truck traffic.*

- Connect urbanized areas to the Freeway and Expressway System

*Urbanized centers depend upon the state highway system for connectivity and mobility. California's prosperity depends upon dependable travel to and through these areas. Two thirds of the State's fifty-five urbanized areas are connected by lower standard routes. Completing the Focus Routes above will connect most of these areas to a high standard facility.*

- Ensure dependable connectivity to major gateways and intermodal transfer facilities.

*These facilities (water and air passenger and cargo ports and freight transfer facilities) located in the largest metropolitan areas, are also the location of the State's major commercial, financial and industrial centers. A strategic investment to ensure reliable transport and transfer of goods is important to California's prosperity.*

- Connect urbanizing centers to the Trunk (Focus Routes)

*As California's population grows so do its urbanized areas. These emerging areas need good connectivity to the mainline transportation (trunk) system to ensure steady overall job growth and prosperity.*

- Link Rural and Smaller Urban Centers to the Trunk (Focus Routes)

*Connectivity of rural communities to the mainline transportation (trunk) system is necessary to the livelihood of the State and its people and their mobility. Funding partnerships with rural agencies is an important component of the ITIP.*

- Improve Intercity Passenger Rail

*Three Intercity passenger rail corridors provide a multi-modal alternative to the private auto by paralleling the State's most highly congested state highway corridors. Improvement of passenger rail is an important component of interregional improvements that ensure sustained mobility for all California.*

## 2004 ITIP PROPOSAL

The 2004 ITIP submittal reflects the challenging transportation funding picture in California. Due to transfer of funds over the past few years, the CTC was forced to impose a moratorium on STIP project allocations. Of the 35 IIP funded projects worth \$299,493,000 programmed for delivery in the 2002/03 fiscal year, 27 projects worth \$183,354,000 were funded prior to the CTC imposed allocation moratorium. In light of the current financial situation there is no expectation that any STIP capital improvement project will be allocated on a pay as you go basis in the 2003/04 fiscal year. The longer-term fiscal outlook appears unchanging. It is against this backdrop that the CTC adopted a Fund Estimate that merely permitted the re-spread of remaining unallocated 2002 ITIP projects farther into future years when funding resources are hoped to be available. Based on a Fund Estimate without any new programming capacity, this ITIP proposes no new IIP funded projects, while proposing to delay construction of most existing projects from two to three years.

*Due to the State's budget situation, fiscal conditions, lack of federal re-authorization, and the effect on the State Highway Account, most existing ITIP projects are delayed from two to three years.*

### Methodology:

The methodology used to determine the funding year for a project is for the most part dependent upon two factors: (1) the ability to be delivered and (2) the makeup of overall project funding. Projects already delivered have been placed on the CTC pending allocation list and, for the most part, are recommended for programming early in the STIP. Project with significant unfunded future needs are generally recommended for programming later in the STIP to allow time to resolve funding plans. Every effort was made to coordinate with the affected regional agency on joint RIP/IIP funded projects to assure coordinated programs.

### Issues:

Delivery of the remaining ITIP program as proposed is problematic. For the past two years the Department's capital outlay support budget was set below the threshold justified by the capital outlay program. Other factors such as the freeze on new hires and transfers, and the prohibition on outsourcing, is adversely affecting the department's capacity to deliver the capital programmed as planned.

Another significant factor is the elimination of the Transportation Congestion Relief Program (TCRP) in the proposed budget. The ITIP includes 34 projects that are dependent upon a TCRP funding contribution. The total TCRP contribution in the ITIP is about \$625,637,000. With few exceptions, there is no identified source of funding to backfill the TCRP. Projects with a significant TCRP component are now considered as under funded and are deferred to the later years of the STIP.

### Fund Estimate Constraints:

The STIP is a rolling five-year plan that, by statute, is adopted every two years. At adoption, two new years of funding are added at the tail end of the program and the two earlier years, just passed, are dropped. Normally, new projects are added at the tail end of the STIP. This is generally where the uncommitted funding is found, as the earlier years of the STIP were fully programmed in prior STIP's.

The Fund Estimate is the mechanism used to identify the amount of programming capacity available for programming. The 2004 Fund

Table 1

ITIP Fund Estimate (millions)		
FY	Targets	Carryover
04/05	43	1,023
05/06	416	282
06/07	352	283
07/08	345	0
08/09	433	0
Total	1,588	1,588

Estimate programming targets (Table 1) did not include any new programming capacity for the ITIP. All new funding capacity added by the two new years added to the STIP was needed to balance the corresponding drop in funding capacity in the earlier three years of the STIP. Overall the 2004 Fund Estimate provided just enough capacity to meet existing commitments.

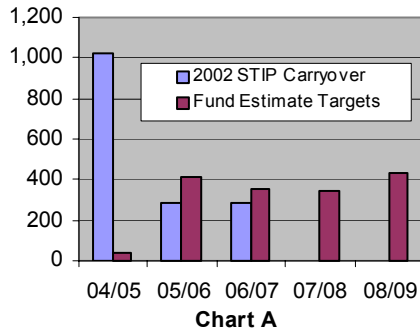
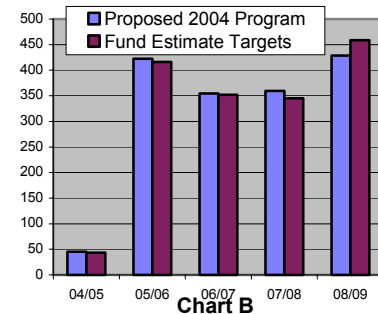


Chart A graphically illustrates the job for 2004. Programming shown in the 2004/05 fiscal year included carryover programming in that fiscal year plus all unallocated project programming carried forward from the 2002/03 and 2003/04 fiscal years. The total carryover funding need amount is slightly over one billion dollars. This amount compares to a funding capacity of only \$43 million in the same period. As a consequence, nearly all projects programmed for delivery in the 2002/03, 2003/04, and 2004/05 fiscal years were shifted to the 2005/06 and later fiscal years in order to meet the funding targets. Chart B illustrates the re-programming of projects in this ITIP. The proposed 2004 ITIP program is consistent with the 2004 STIP Fund Estimate Targets.



### **Programming Changes:**

The current funding environment provided the opportunity to re-evaluate the department's priorities, commitment, and plans for projects in the ITIP program. While most projects were simply rescheduled in accordance with available funding, this proposal includes some projects with clarifications to project scope and delivery. Some IIP funded projects are also proposed for removal from the STIP.

### ***Projects to be dropped from the ITIP.***

Fourteen projects are proposed for removal from the ITIP. In most cases support for the scope of work remains, the work is either being funded by others, combined with another project, or is re-scoped into a revised ITIP project entry with the same funding consistent with current delivery plans. In some cases the department has determined that the project is of a low priority and that the resources are better used on other remaining projects. In most instances removal of these projects frees little to no capacity for reprogramming of other projects. Projects proposed for removal from the ITIP are listed in Table 2 and further discussed below.

**Table 2.**

CO	RTE	PPNO	Project	Total IIP
INY	395	170	Olancho and Cartago expressway	5,660
LA	110	2961	Temple St. - new off-ramp	2,000
LAK	20	115	North Clearlake Freeway/expressway (IC and widen)	1,650
LAS	36	3040	Jensen Slough to Route 395 Widening	393
SBD	138	0239J	Rte 138 - Widen to 4 lanes	9,806
SBT	156	70	SBT 156 Widening & I/C at 152/156 Casa de Fruita	2,600
SCL	152	484	Route Study for New Route 152 Expressway	7,000
SIS	97	0244A	Dorris Expressway	12,235
SLO	46	0226A	Route 46 Corridor Improvements (Shandon)	41,330
SLO*	46	227	Route 46 Corridor Improvements (WYE)	10,000
SLO*	46	650	Rte 46 Corridor improvements (Antelope)	1,000
SOL	80	8378	Meridian to Pedrick Widening - (Env)	9,000
TEH	5	8130	Wilcox Road	27
TEH	5	8150	Nine Mile Hill	26



- Inyo 395 – *Olancho and Cartago Expressway* Programmed for environmental, design and right of way, work on this lower priority project will be suspended until the 2009/10 year. Of the total \$14,152,000 programmed STIP funds, \$5,660,000 is IIP funds. To date \$2,689,000 have been expended, of this amount, \$797,000 is the IIP share. The department recommends that the remaining \$4,865,000 of IIP be transferred to Inyo 395 (PPNO 0191) – Independence. These two projects are 40/40/10/10 MOU projects with the Department, Inyo, Kern and Mono Counties. A proportional amount of RIP shares will be transferred from Olancho to Independence. The construction component should be fully funded.
- LA 110 – *Temple St. Offramp*. Programmed for environmental only, this project will be funded through completion with RIP or other local funding. Work on the environmental component will conclude by June 2003.
- Lake 20 – *North Clearlake Interchange*. Work on this project will be suspended indefinitely and resources redirected elsewhere. The department is programming a minor funded project to address the immediate traffic concerns.
- Lassen 36 – *Jensen Slough to Route 395 Widening*. This project has a large future funding need. Lassen County has indicated that this shared funded project is low on their priority list. Another adjacent RIP funded project, Skyline project (PPNO 2121) should solve most of the traffic issues this project was meant to address.
- San Bernardino 138 (0239J) – *Widen to Four Lanes*. Project scope and funding to be combined with San Bernardino 138 (PPNO 0239D).
- San Benito 156 – *Widen to Four Lanes*. This long lead project is proposed for suspension in favor of other higher priority work. Unexpended resources are proposed to be moved to other priorities in the state.
- Santa Clara 152 – *Route Study for new Route 152 Expressway*. Work has yet to begin on this project. All programming capacity is proposed to be moved to the new Route 156/152 interchange project.
- Siskiyou 97 – *Dorris Bypass*. The City of Dorris is opposed to construction of this project. The department has decided to abandon it.
- San Luis Obispo 46 – *Coordinor Upgrade PPNO's 2226A, 227, 650*. Not exactly a project delete, this is an administrative revision to the programmed segments to more accurately reflect current implementation plans. The overall scope, and department commitment, remains unchanged to the corridor as a whole. This action here is simply a re-arrangement of project delivery segments. All funding is being transferred to new ITIP entries (see below) that reflect actual implementation plans for work on this corridor. No net change to overall funding is proposed.
- Solano 80 – *Meridian to Pedrick Widening*. This environmental only project has a large future construction need and is a low priority for funding. Work is proposed for suspension until priorities and funding conditions change.
- Tehema 5 – *Wilcox Road*. Currently unfunded for construction, this project will be completed on schedule with SHOPP funding.
- Tehema 5 – *Nine Mile Hill*. Currently unfunded for construction, this project will be completed on schedule with SHOPP funding.



### ***Adjustments to Programming in the ITIP***

With capacity from above and through adjustments within other projects, the department is proposing to fund these few high priority needs to the ITIP.

- Santa Clara 152/156 – Construct Interchange (PPNO 0070). This existing STIP project, currently programmed for RIP funding support only, is proposed to be augmented with \$7 million of IIP funding made available from the deletion of the Santa Clara 152 Route Study for new Route 152 Expressway project above. With the addition of other Santa Clara local funding, this interchange project will be fully funded for construction in the 06/07 fiscal year.
- Tuolumne 108 – East Sonora Bypass Archeological Studies – This ITIP project will finish work started during construction of the East Sonora Bypass. Funding will be moved from the existing East Sonora Bypass Stage II project PSE and RW Supt components to fully fund this project.
- San Luis Obispo 46 – This is an administrative revision to the programmed segments to more accurately reflect current implementation plans. Four projects will replace the current three STIP projects. This is a long and costly corridor. The FHWA is requiring the department to environmentally clear the entire corridor at once, prior to starting with any construction segments. One project will be programmed for environmental studies only, the other three projects are implement able segments based on funding and deliverability. Other segments will be programmed as funding becomes available.
- San Bernardino 210 - Etiwanda Wind Break Landscape. Required mitigation for an ongoing contract, funding is transferred from cost savings on the route 15 truck climbing lane project.
- San Bernardino 210 - Park and Ride Facility Req'd. Mitigation. Support only for a required mitigation project. Funding is transferred from cost savings on the route 15 truck climbing lane project.

### **Future Funding Needs**

This ITIP includes 48 projects programmed for support only with a total future construction need of about \$5.2 billion dollars. Many of these projects are planned to be share funded with IIP, RIP and other funds. It is the department's intent to place these projects at the top of the priority list for programming of new funding in future STIP's.

CO	PPNO	RTE	Project	Unfunded Need (\$'s x 1000)
ALA	0057A	24	Route 24/Caldecott Tunnel Corridor	300,000
BUT	A0364A	70	Route 70 Expressway (Marysville Bypass) - PAED Only	635,000
FRE	1350	41	County Line Expressway	34,500
IMP	549	98	Route 98 Widening (west of Rte 111)	7,900
KER	8042	14	Inyokern Rd. to Rte 178 4-lane (Freeman Gulch)	83,430
KER	3386	46	Route 46 expressway, Kecks Road to Rte 5	42,100
KER	3380A	46	SLO Co Line-Keck's Road Expressway	56,000
KER	8539	395	Inyo Kern Four Lane	76,300
KIN/TUL	A4360B	198	Route 198 Expressway, Rte 43 to Rte 99	63,845
LA	2808	5	I 5 Widening - Orange County Line to Route 605	400,000
LA	2808A	5	Orange County to Rte 605 - Interchange	110,000
LA	3331	138	Route 138 Widening	80,854
LAK	0122C	29	Diener Dr to North Rte 175 Upgrade Expressway	62,826
MEN	0133J	101	Hopland Bypass	261,500
MER	5401	99	Freeway Upgrade & Plainsburg Road I/C	87,800
MER	5414	99	Arboleda Road Freeway	111,664
MER	5707	152	Los Banos Bypass	286,081
MNO	241	395	Highpoint Curve Corrections	21,300

CO	PPNO	RTE	Project	Unfunded Need (\$'s x 1000)
MON	0032G	1	Salinas Road Interchange	40,549
MON	318	101	Airport Boulevard Overcrossing	70,297
MON	0058E	101	San Juan Road Interchange	36,500
MRN/SON	A0360F	101	Novato Narrows Freeway Upgrade - PAED Only	436,000
NAP	0367D	12	Jamieson Canyon	108,170
ORA	4110	74	Route 5 to Antonio Parkway Widening	24,683
SAC	6199C	50	HOV lanes & Community enhancements	134,000
SB/SLO	B4459	101	Santa Maria River Bridge Widening	48,000
SBD	0154D	10	Tippecanoe Ave Interchange improvements	69,400
SBD	0215C	58	Construct 4-lane Expressway (Kramer Junction)	131,993
SBD	0217F	58	Realign and widen to 4 lane expressway (Hinkley)	98,921
SBD	0260B	395	US-395 Widening	54,700
SBT	297	156	San Juan Bautista 4-lane expressway	23,633
SD	1000	11	State Route 11 - PAED Only	188,000
SD	9865		San Dieguito River Bridge Replacement	18,000
SHA	137	44	Stillwater	33,800
SHA	A0166A	299	Buckhorn Grade - Environmental Only	114,431
SJ	7668	99	Route 99 Widening in South Stockton	133,121
SJ	7861	205	205/580 Ultimate Truck Bypass	68,600
SLO	227	46	Route 46 Corridor Improvements (WYE)	100,000
SLO	464	46	Rte 46 Corridor improvements (Whitley - Segment 2)	34,500
SLO	650	46	Rte 46 Corridor improvements (Antelope)	45,000
SLO	4856	101	SLO Operational Improvements - 3 locations	10,673
STA	7855	132	SR-132 West Widening	36,084
TUL	6400	99	Tagus Ranch 6-lane freeway	77,582
TUL	6480	99	Goshen/Kingsburg 6-Lane	131,210
TUO	0021B	108	E. Sonora Bypass Stage II	37,000
VEN	2303	101	La Conchita & Mussel Shoals Op Imp	15,000
YOL	0332D	50	Harbor Boulevard Project	28,130
YUB	A0362A	65	Third River Bridge	495,000
			Total	\$5,568,517

### **GARVEE Bonding**

The STIP Guidelines specify that the CTC may select projects proposed in either an RTIP or ITIP for accelerated construction through Federal Grant Anticipation (GARVEE) bonding. Under Federal and State law, the state is authorized to issue GARVEE bonds secured by future federal transportation apportionments. The CTC established criteria for the selection of projects for GARVEE includes projects that are major improvement to corridors and gateways for interregional travel and goods movement, especially projects that promote economic development and projects that are so large as to be difficult to fund on a pay as you go basis. Four ITIP funded project were selected by the CTC for GARVEE funding from the 2002 STIP. These projects are:

- Los Angeles 405 - Waterford Avenue to Route 10-Auxilliary Lane
- Los Angeles 405 - Northbound Route 405/101 Connector Gap Closure
- Riverside 215 - HOV, El Cerrito Dr to Junction 60/91/215
- San Diego 15 - Managed Lanes (stage 1) Middle Segment

### 2004/05 Fiscal Year GARVEE Recommendations

For the 2004 ITIP, the department is proposing projects for funding with GARVEE bonds. The following projects are either delivered or close to being ready for construction. All are proposed for funding in the 2005/06 FY in the this ITIP, but the department supports placing the guaranteed funding that GARVEE offers in the event a new funding crises arises in order to prevent further delay to these projects. These high priority projects need to go to construction as soon as possible.

FY 2004/05 Garvee Recommendations					
Project	PPNO	Funding	Con Cap	Con Sup	RTL
Butte 149 - SR 70 to SR 99, Four Lane Expressway	0016W	RIP/IIP	\$64,654	\$9,000	On Pending List
Fresno 99 - Kingsburg to Selma	1530	IIP	\$43,500	\$4,500	On Pending List
Madera 99 - Fairmead	5410	IIP	\$33,120	\$3,340	04/05
Merced 99 - Atwater	5479	IIP	\$33,829	\$2,283	04/05
Merced 99 - Livingston	0546D	IIP	\$24,400	\$2,400	On Pending List
			<b>\$199,503</b>	<b>\$21,523</b>	<b>\$221,026</b>

### Longer Term Corridor GARVEE Recommendations

If the funding shortfall continues, the department suggests a longer term GARVEE strategy. The Department will propose up to fifteen percent of future IIP for the following high priority corridors. These focus routes represent some of the highest priority needs within the ITIP. Completion of the projects identified here will complete the routes and provide the greatest impact from an overall systems perspective.

- **Route 99** – In San Joaquin, Merced and Tulare Counties.

Five projects to upgrade the four-lane expressway to full freeway. Route 99, a 400 km workhorse serving the largest number of commuters, farm-to-market commerce, recreational, school and business trips for about 30 communities in eight counties between the Tehachis south of Bakersfield and Sacramento operates in many stretches as a four-lane expressway. Recent population growth in the San Joaquin Valley is outpacing that of California as a whole. Route 99 is the ITIP's highest priority. Estimated at about \$550 million for construction and right of way, at current rates of funding these projects will take decades to fully fund.



Route 99 in Merced County

Route 99 Corridor (\$'s x 1000)						
San Joaquin County Construction Segments						
Project	Post Miles	RW Cap	RW Sup	Con Cap	Con Sup	RTL
South Stockton	(15.0/18.6)	\$32,000	\$2,500	\$90,000	\$4,000	12/13
Merced County Construction Segments						
Plainsburg	(0.0/4.6)	\$21,100	\$1,000	\$81,000	\$6,700	07/08
Arboleda	(4.2/11.0)	\$5,300	\$900	\$90,300	\$9,400	07/08
Tulare County Construction Segments						
Tagus Ranch	(30.6/41.3)	\$800	\$1,300	\$65,000	\$6,900	12/13
Goshen	(41.3/53.9)	\$2,780		\$121,000		12/13
<b>Total</b>		<b>\$61,980</b>	<b>\$5,700</b>	<b>\$447,300</b>	<b>\$27,000</b>	<b>\$541,980</b>

- **Route 58** In San Bernardino county. Two projects to close gaps in the expressway system. Estimated at about \$250 million for construction and right of way. With a very high percentage of large truck traffic, this route is a important link between the southern San Joaquin Valley and points east.



Route 58 at Kramer's Junction

Route 58 Corridor (\$'s x 1000)						
Project	Post Miles	RW Cap	RW Sup	Con Cap	Con Sup	RTL
Kramers Jct	(0.0/12.9)	\$9,400	\$2,500	\$115,800	\$17,200	11/12
Hinkley	(21.8/31.0)	\$4,200	\$1,100	\$86,000	\$13,000	09/10
<b>Total</b>		<b>\$13,600</b>	<b>\$3,600</b>	<b>\$201,800</b>	<b>\$30,200</b>	<b>\$249,200</b>

- **Route 46** – In San Luis Obispo and Kern Counties. Between Route 101 and Interstate 5. Essentially a legacy 2-lane facility, this corridor serves significant interregional travel and goods movement needs. The proposed improvement will upgrade the facility to a modern four-lane expressway for the entire length. This is the only route that connects the southern San Joaquin Valley to coastal communities. At an estimated \$500 million plus to build to completion, at current rates of funding, this route will take decades to fully fund.

Route 46 Corridor (\$'s x 1000)						
Kern County Construction Segments						
		RW Cap	RW Sup	Con Cap	Con Sup	RTL
Seg. I	(19.80/27.0)	\$5,200	\$775	\$30,700	\$6,000	07/08
Seg. II	(0.0/7.3)	\$14,850	\$650	\$34,000	\$5,700	07/08
Seg. III	(7.3/19.80)	\$5,000	\$700	\$55,000	\$6,300	08/09
Seg. IV	(27.0/33.5)	\$45,000	\$850	\$37,000	\$7,500	08/09
San Luis Obispo County Construction Segments						
Union	(32.2/39.4)	\$3,100	\$418	\$26,000	\$1,805	06/07
Whitley	(39.4/50.2)	\$7,781	\$628	\$62,235	\$2,083	08/09
Wye	(50.2/55.1)	\$27,000		\$73,000		11/12
Antelope	(55.1/60.9)	\$1,000		\$44,000		14/15
<b>Total</b>		<b>\$108,931</b>	<b>\$4,021</b>	<b>\$361,935</b>	<b>\$29,388</b>	<b>\$504,275</b>

#### Transportation Enhancements

In August 2003, the CTC adopted Transportation Enhancement (TE) Program Reform; to program TE funded projects in the STIP. CTC guidelines set policies governing the selection of TE funded projects and the Fund Estimate set TE programming targets. Projects selected for TE funding are prioritized for selection with an emphasis on conformity to the Director's Policy for Context Sensitive Solutions. The goal of ITIP funded TE is to add enhancements to normal transportation projects to better fit the projects in the communities and environments they are placed. For 2004, ITIP adds 73 TE projects worth 101 million dollars. A detailed listing of ITIP TE projects is included in Appendix C.

## Appendix A – ITIP Projects. Mapped by System & Location

### Focus Routes





Focus Route Projects						Total
CO	PPNO	RTE	Project	Comments	Other Funding	ITIP
BUT	A0364A	70	Route 70 Expressway (Marysville Bypass) - PAED Only	Support only	RIP	3,000
BUT	2262	70	Oroville Freeway Extension (Ophier Road - Stage 1)	Rescope to funding.	RIP, Local	10,100
BUT	0016W	149	Hwy 149 4 Lane Expressway	Delay Con from FY 2002/03 to FY 2005/06	RIP	95,881
FRE	1350	41	County Line Expressway	Support only		11,080
FRE	1530	99	Kingsburg to Selma 6-lane freeway	Delay Con from FY 2002/03 to FY 2005/06		43,934
FRE	1530Y	99	Route 99 Replacement Planting	Delay Con from FY 2005/06 to FY 2007/08		1,300
IMP	0051Y	7	Route 7 Landscape Mitigation	Delay Con from FY 2005/06 to FY 2006/07	RIP	283
IMP	21	78	Brawley Bypass - Route 86 to Route 111	Delay Con from FY 2004/05 to FY 2007/08		61,194
IMP	0044Y	111	Landscape Mitigation			1,877
INY	191	395	Independence 4-lane expressway	Support only		9,026
INY	172	395	Manzanar 4-lane expressway	Delay Con from FY 2005/06 to FY 2007/08		20,697
KER	8042	14	Inyokern Rd. to Rte 178 4-lane (Freeman Gulch)	Support only	RIP	1,520
KER	8010	14	North Mojave four lanes	Delay Con from FY 2003/04 to FY 2005/06	RIP	23,959
KER	3380A	46	SLO Co Line-Keck's Road Expressway	Support only	RIP, TCRP	1,365
KER	3386	46	Route 46 expressway, Kecks Road to Rte 5	Support only	RIP, TCRP	13,465
KER	0258B	58	Rehabilitation/Relinquishment of Rte 58			3,735
KER	8539	395	Inyo Kern Four Lane	Support only	RIP	800
KIN	A4360B	198	Route 198 Expressway, Rte 43 to Rte 99	Support only	RIP	1,100
LA	2789	101	VAN NUYS- Van Nuys Blvd. Off-Ramps	Delay Con from FY 2004/05 to FY 2008/09	RIP	8,000
LAK	0122C	29	Diener Dr to North Rte 175 Upgrade Expressway	Support only	RIP	2,975
LAS	3048	36	Susanville Town Hill	Delay Con from FY 2003/04 to FY 2007/08	RIP	2,630
MAD	5410	99	Fairmead Interchange & 6-lane Freeway	Delay Con from FY 2004/05 to FY 2005/06		47,664
MEN	0133J	101	Hopland Bypass	Support only		7,200
MEN	0125F	101	Willits Bypass	Delay Con from FY 2005/06 to FY 2008/09	RIP	122,127
MER	5401	99	Freeway Upgrade & Plainsburg Road I/C	Support only	TCRP	3,243
MER	5414	99	Arboleda Road Freeway	Support only	TCRP	30,487
MER	5479	99	Atwater Freeway	Delay Con from FY 2003/04 to FY 2005/06		47,856
MER	0546D	99	Livingston Stage II Freeway	Delay Con from FY 2003/04 to FY 2005/06		34,599
MER	0528D	99	Mission Ave Interchange/Freeway	Delay Con from FY 2003/04 to FY 2006/07	RIP	45,643
MER	5707	152	Los Banos Bypass	Support only	RIP	2,500
MNO	241	395	Highpoint Curve Corrections	Support only	RIP	525
MON	0058E	101	San Juan Road Interchange	Support only		1,459
MON	318	101	Airport Boulevard Overcrossing	Support only	RIP, Demo	98
MON	0058F	101	Prunedale Operational Improvements	Delay Con from FY 2006/07 to FY 2008/09	RIP, Demo	147,257
MON	0057C	156	Route 156 West Corridor	Support only, con with other funds.		6,007
MRN	A0360F	101	Novato Narrows Freeway Upgrade - PAED Only	Support only	RIP, TCRP	14,100
NEV	4107	49	Combie to Grass Valley Widening (Segment 1)	Rescope to funding.	RIP	9,080
SB	B4459	101	Santa Maria River Bridge Widening (part 2 of 2)	Support only	RIP	430
SB	4460	101	Santa Maria 6-Lane	Delay Con from FY 2003/04 to FY 2004/05	RIP	3,261
SBD	0215C	58	Construct 4-lane Expressway (Kramer Junction)	Support only		24,371
SBD	0217F	58	Realign and widen to 4 lane expressway (Hinkley)	Support only		15,007
SBD	0260B	395	US-395 Widening (PAED Only)	Support only	RIP	4,000
SBT	297	156	San Juan Bautista 4-lane expressway	Support only		8,132
SCL	0468F	101	Route 101 Landscaping	Delay Con from FY 2005/06 to FY 2008/09	RIP	1,460
SCL	70	152/156	SR-152/SR-156 Interchange Improvements	Accelerated funding	RIP	7,000
SD	0374K	905	New Route 905 Freeway - Otay Mesa	Delay Con from FY 2003/04 to FY 2005/06	RIP, TCRP, Demo, Local	97,748
SF	0619A	101	Doyle Drive Replacement	Support only	RIP, TCRP, Demo, Local	28,000
SHA	137	44	Stillwater	Support only	RIP	440
SHA	A0166A	299	Buckhorn Grade - Environmental Only	Support only	RIP	5,088
SHA	6650	299	Redding Auxiliary Lane & Bridge Widening	Delay Con from FY 2006/07 to FY 2007/08	RIP	15,029
SHA	3116	299	Liberty to I-5 aux. lane and bridge widen	Delay Con from FY 2006/07 to FY 2007/08	RIP	2,936
SJ	7668	99	Route 99 Widening in South Stockton	Support only	RIP	1,455
SJ	7673	99	Route 99 Widening in North Stockton	Delay Con from FY 2003/04 to FY 2006/07	RIP, Local	19,476



Focus Route Projects						Total
CO	PPNO	RTE	Project	Comments	Other Funding	ITIP
SLO	452	41	Cottonwood Truck Climbing Lane		RIP	4,294
SLO	461	46	Rte 46 Corridor - PAED Only	Rescope to funding.	RIP	6,900
SLO	462	46	Rte 46 Corridor improvements (Union - Segment 1)	Rescope to funding.	RIP, Demo	21,800
SLO	463	46	Rte 46 Corridor improvements (Whitley - Segment 1)	Rescope to funding.	RIP	17,900
SLO	464	46	Rte 46 Corridor improvements (Whitley - Segment 2)	Rescope to funding.	RIP	5,700
SLO	4856	101	SLO Operational Improvements - 7 locations	Rescope to funding.	RIP	1,265
SLO	A4459	101	Santa Maria River Bridge Widening (part 1 of 2)	Support only	RIP	710
SM	0700B	101	Route 101 Auxiliary Lanes	Delay Con from FY 2004/05 to FY 2005/06	RIP	15,706
SON	B0360F	101	Novato Narrows Freeway Upgrade - PAED Only	Support only	RIP, Demo	2,500
SON	0770B	101	SON 101- Auxiliary Lane	Delay Con from FY 2003/04 to FY 2004/05	RIP	5,000
SON	0789A	101	Son 101 HOV Lanes -Rte 12 to Steele Lane	Delay Con from FY 2004/05 to FY 2005/06		12,000
SUT	0289B	70	Sutter/Yuba Route 70 Corridor Project	Delay Con from FY 2003/04 to FY 2006/07		44,990
SUT	0289P	70	Sutter/Yuba Route 70 Corridor Project	Delay Con from FY 2003/04 to FY 2006/07		61,217
SUT	8366	99	Sutter Rte 99 Corridor - Envir Only	Support only	Demo	400
SUT	8361A	99	Sutter Rte 99 Corridor Project	Delay Con from FY 2003/04 to FY 2005/06	RIP	9,700
SUT	8362A	99	Sutter Rte 99 Corridor - Widen to 4 Lanes With a Median	Delay Con from FY 2006/07 to FY 2008/09	RIP, Demo	33,682
TRI	320	299	Rocky Point	Delay Con from FY 2003/04 to FY 2005/06	RIP	3,023
TRI	3104	299	Sand House Curve	Delay Con from FY 2006/07 to FY 2007/08	RIP	2,682
TUL	6480	99	Goshen/Kingsburg 6-Lane	Support only		2,202
TUL	6400	99	TAGUS RANCH 6-lane freeway	Support only		1,600
TUL	B4360B	198	Route 198 Expressway, Rte 43 to Rte 99	Support only	RIP	500
VEN	2303	101	La Conchita & Mussel Shoals Op Imp	Support only		3,300
YUB	9725B	70	Sutter/Yuba Route 70 Corridor Project (Motorplex)	Delay Con from FY 2004/05 to FY 2006/07	RIP	5,250
						1,333,920

## International Access Routes (SR 7, 111, 78, 86, 905)



### Interregional Importance and Route Concept

These routes serve the critical Mexico – California International and NAFTA Gateway and are important corridors for both connectivity and movement of freight by large (5 axle) trucks and for interregional movement of people. The routes are both “Focus Routes” for interregional mobility and are additionally included in the Global Gateways Development Program due to their importance for freight. Four routes (SR 7, 111, 78 and 86) serve Imperial County. The County has the State’s highest unemployment rate, percent of families below the poverty level, and overall inadequate transportation infrastructure for north-south travel. The El Centro area, on SR 86, became urbanized in 2000 and the County is expected to add 350 thousand more people by 2040. Completion of these routes to 4 lane expressway standards, with construction of the Brawley Bypass, provides the County with a strong interregional state highway system as a basis for economic development, jobs creation and housing, and a higher quality of life. Completion of the 905 freeway in San Diego will strengthen the State’s infrastructure for freight movement between Mexico and California, California’s largest trading partner and the nation’s second.



**Projects:****0374K SD 905          New Route 905 - Otay Mesa - Construct 6-lane freeway**

Provide access to a new truck portal to ease cross-border traffic congestion and significantly improve movement of goods between Mexico and the U.S.

**21          IMP 78          Brawley Bypass - Route 86 to Route 111**

Construct 4-lane Expressway      Construct a 4-lane expressway bypass and interchange around the City of Brawley to accommodate increased regional and international traffic due to NAFTA and provide continuity between the international border with Mexico and Riverside County.

**0044Y IMP 111          Landscape Mitigation**

Provide the necessary highway planting to mitigate the visual impact of the roadway project.

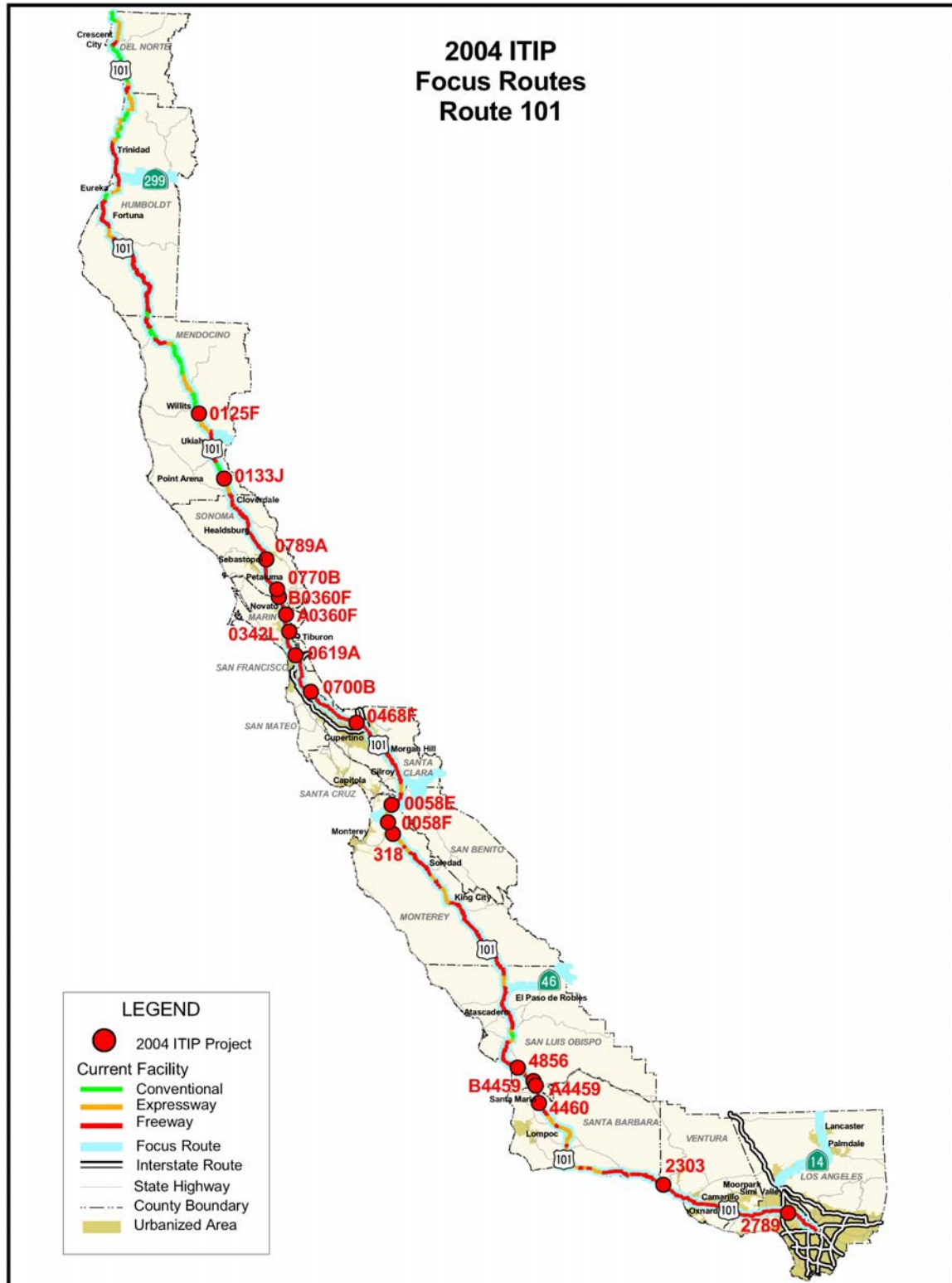
**0051Y IMP 7          Landscape Mitigation**

Provide the necessary highway planting to mitigate the visual impact of the roadway project.



## Route 101

# 2004 ITIP Focus Routes Route 101



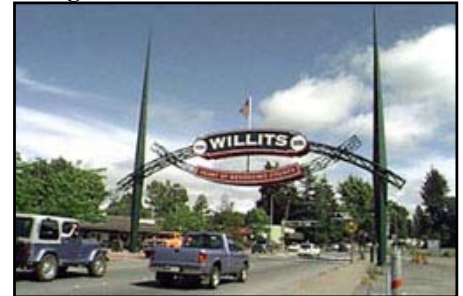
### Interregional Importance and Route Concept

U.S. 101 is a vital interregional route for people and goods movement, extending almost the length of California from Oregon into Los Angeles. It is a "Focus Route" for improvement to higher standard (mostly expressway and freeway with portions to remain improved conventional) in the twelve coastal counties through Ventura. These counties are expected to add 3.3 million people combined by 2040. US 101 is the primary route for north-south movement into and through 12 urbanized areas directly on its path. Two are new urbanized areas (Petaluma and Paso Robles) with the 2000 census. The designation of additional urbanized areas is expected to continue along this critical route path. The route provides connectivity to the State's coastal recreation and tourism areas with the Golden Gate being the center piece for the "gateway" to California from the Pacific. It is a primary route for transport of agricultural and timber products in addition to other freight.

#### Projects:

**0125F MEN 101 Willits Bypass - Construct a 4-lane freeway and interchange**

Bypass project around the City of Willits is important partnership effort with local agencies to provide an interregional transportation facility to reduce congestion and delays, improve safety, and enhance quality of life in the community.



Route 101 through Willits

**0133J MEN 101 Hopland Bypass - Construct a 4-lane Freeway and Interchange**

Bypass project around the City of Hopland is an important partnering effort with local agencies to provide an interregional transportation facility to relieve congestion and reduce operational conflicts by separating local traffic.

**0789A SON 101 Son 101 HOV Lanes -Rte 12 to Steele Lane - Widen to 6 lanes for HOV lanes**

Improve operation and safety, reduce traffic congestion, and increase capacity within the interchange of Steele Lane and Route 101 by modifying the interchange and widening Route 101 from four to six lanes to provide for HOV lanes from Route 12 to Steele Lane.

**0770B SON 101 SON 101- Auxiliary Lane**

Reduce traffic congestion resulting from merging and weaving conflicts and improve the overall freeway system performance in the vicinity of the Peninsula Avenue.

**A0360F/ B0360F MRN/SON 101 Novato Narrows Freeway Upgrade - PAED Only**

Upgrade the Novato Narrows (Sonoma & Marin Counties) segment to 6-lane freeway to increase capacity, reduce congestion, improve air quality, improve safety by eliminating at-grade crossings.



Route 101 in Hopland

**0342L MRN 101 Route 101 HOV Lane-Segments 2, 3, and 4 - Construct HOV lane**

Reduce congestion will provide a continuous HOV facility, improving conditions on a highway corridor critical to commuting, goods movement and recreational traffic.

**0619A SF 101 Doyle Drive Replacement - Reconstruct and widen of Doyle Drive's structure**

Widening project on a major interregional route to improve safety and travel conditions for interregional people and goods movement and for visitors to the San Francisco, Marin, Sonoma and upper North Coast area.

**0700B SM 101 Route 101 Auxiliary Lanes**

Reduce congestion to benefit the large numbers of commuters as well as commercial traffic and

- goods movement on a segment of a major interregional route near the San Francisco International Airport.
- 0468F SCL 101 Route 101 Landscaping**  
Provide the necessary highway planting to mitigate the visual impact of the roadway project.
- 0058E MON 101 San Juan Road Interchange**  
Replace an at-grade crossing with a full interchange to increase safety, improve operations and facility goods movement and recreational travel.
- 0058F MON 101 Prunedale Operational Improvements**  
Improve safety, operation and travel conditions for local and interregional travel on Route 101, a major north-south highway through Monterey County and between the San Jose Metropolitan Area and the Salinas Valley.
- 318 MON 101 Airport Boulevard Overcrossing - Reconstruct interchange and access ramps**  
Reconstruct the Airport Blvd interchange to improve connection, enhance, safety, provide connection to the Salinas Airport, and facilitate the movement of local traffic and goods movement.
- 4856 SLO 101 SLO Operational Improvements - 7 locations**  
Improve interregional movement of people and goods on a major north-south interregional Focus Route traversing the length of California's coastal areas.
- B4459/A4459 SB/SLO 101 Santa Maria River Bridge Widening**  
Relieve congestion, reduce delay, improve linkage between State Routes 135 and 166, enhance goods movement and provide improved bicycle/pedestrian facilities
- 4460 SB 101 Santa Maria - Convert to 6-Lane freeway**  
Widening on a major north-south route to improve travel conditions, interregional movement of people and goods as well as regional trips in the Santa Maria region.
- 2303 VEN 101 La Conchita & Mussel Shoals - Operational Improvements and pedestrian separation**  
Improve access between US101 and a beach community in Ventura County and to improve the livability along one of the state's major north-south routes.
- 2789 LA 101 VAN NUYS- Van Nuys Blvd. Off-Ramps**  
Reduce congestion at the 101/405 interchange, improve mobility and provide additional capacity for the anticipated projected traffic volumes.



Route 101 at La Conchita, Ventura County

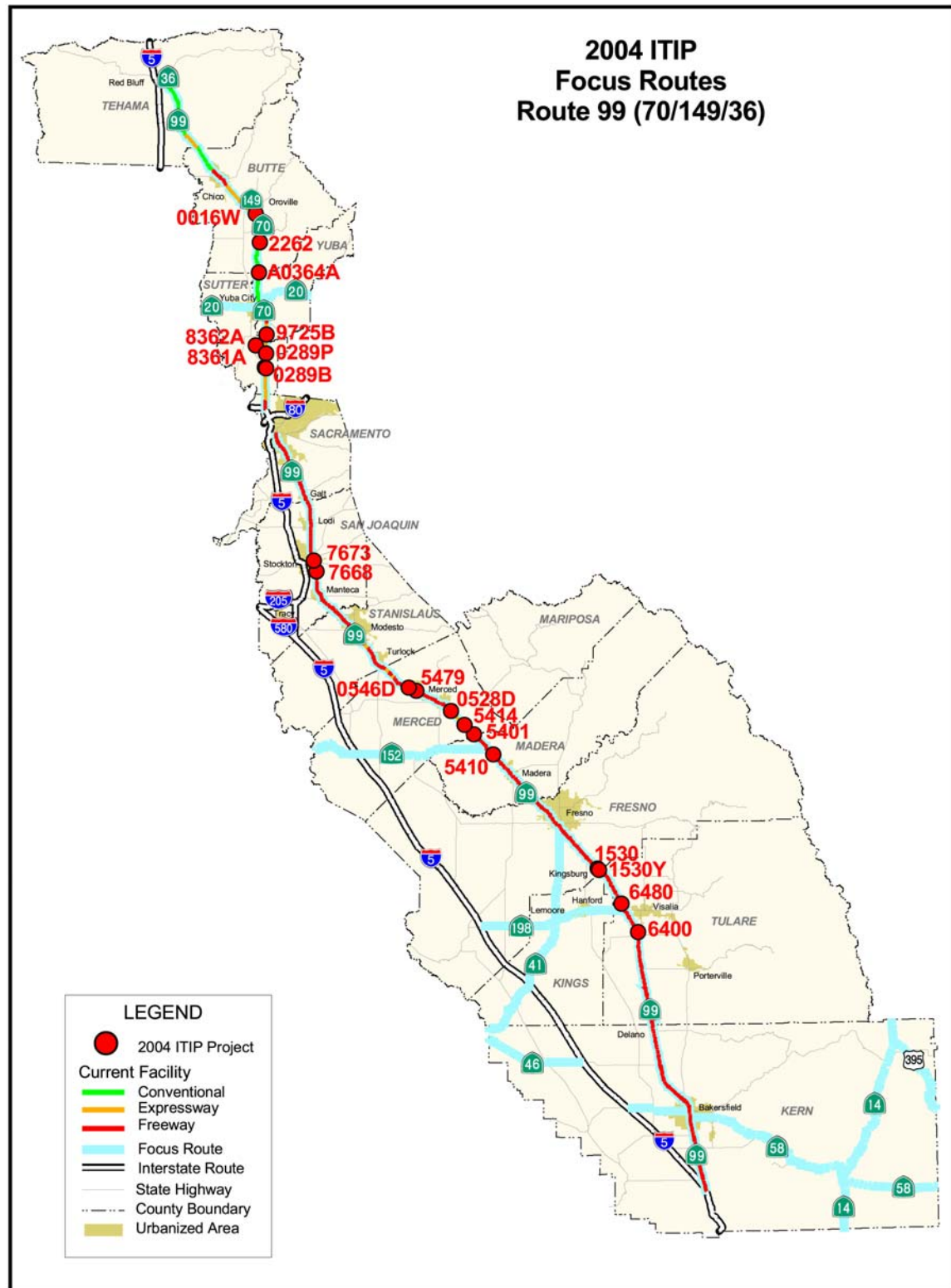
## Focus Routes

### Route 99 (SR 70, 149, 36)



Route 99 in Fresno County





### Interregional Importance and Route Concept

State Route 99 is the primary north – south transportation corridor for the 11 urbanized areas and multiple small communities along its path in the 13 counties comprising the Central and Northern Sacramento Valley. It additionally is a critical route for the Sacramento and Stockton urbanized areas also served by I-5. The route is not complete to freeway standards, with numerous expressway and conventional “gaps” and an overall lack of adequate capacity throughout. The route concept is a full freeway from it’s beginning in Kern County to just above Chico in Butte County with additional lanes in the existing freeway portions. (From the SR 99/70 junction in Sutter County the Focus Route is on SR 70 to Oroville in Butte County, then crossing on SR 149 to rejoin the SR 99 corridor south of Chico). By 2040 an additional 5.2 million people are projected to live in the Valley counties. The pattern of expanding urbanization and designation of new urbanized areas with each federal census is expected to continue along the route path. Three new areas were designated in the 2000 census alone. The SR 99 corridor is a critical state route for both interregional travel to and through urbanized areas and for connectivity to other adjoining state routes through the length of the Valley. The route has high volumes of truck freight movement overall with significant increases in the agricultural peak season. The route is increasingly becoming congested through the urbanized areas in the surrounding metropolitan area. Development of the route to freeway standards and improvement of interchanges is included in the Department of Transportation’s report “Transportation for Economic Development” as a vital tool to bring increased economic health and jobs to Valley counties.

#### Projects:

**0016W BUT 149 Hwy 149 - Construct 4-lane expressway, new 70/149 and 99/149 interchanges**

Provide a gap closure between the existing and proposed freeway/expressway system and improve safety and interregional facility between Oroville, Chico and Sacramento.

**2262 BUT 70 Oroville Freeway Extension (Ophier Road - Stage 1) - Widen to 4 lanes and construct interchange**

Provide a major freeway gap closure in the northern portion of the SR99/70 corridor connecting ten of the State’s urbanized areas throughout its length.



Route 149 in Butte County

**A0364A BUT 70 Route 70 Expressway (Marysville Bypass) - PAED Only**

Provide a gap closure between the existing and proposed freeway/expressway system between Sacramento and Chico, improve safety and provide an interregional facility between Oroville and Chico.

**9725B YUB 70 Sutter/Yuba Route 70 Corridor Project (Motorplex) - Construct a new interchange**

Upgrade local access to the expressway and to accommodate anticipated future traffic demand.

**289B/289P SUT 70 Sutter/Yuba Route 70 Corridor Project – Construct 4-lane expressway**

Reduce traffic delays and congestion, improve safety, and to initially provide expressway and ultimately freeway access to the Marysville/Yuba City area.

**8362A SUT 99 Sutter Rte 99 Corridor - Widen to 4 Lanes With a Median**

**8361A SUT 99 Sutter Rte 99 Corridor Project - Widen to 4 lanes with left-turn lane**

**8366 SUT 99 Environmental Only**

Reflect a partnership effort between the State and local agencies to improve safety and reduce congestion.

- 7673 SJ 99 Route 99 Widening in North Stockton**  
Reduce congestion, improve safety, and significantly enhance freight movement and access to directly adjacent warehousing, industrial and intermodal sites.
- 7668 SJ 99 Route 99 Widening in South Stockton**  
Add capacity, reduce current traffic congestion, improve operations, increase safety and accommodate future travel demand.
- 0546D MER 99 Livingston Stage II Freeway - Convert to 6-lane freeway and interchange**  
Gap closure project is a major step in the completion of a full freeway on the SR 99 corridor- vital to improved goods movement within the Central Valley.
- 5479 MER 99 Atwater Freeway - Convert to 6-lane freeway and interchange**  
Major interregional freeway gap closure on SR 99 and critical to north-south goods movement in the Central Valley.
- 0528D MER 99 Mission Ave Interchange/Freeway - Convert to 6-lane freeway and interchange**  
Full conversion to 6-lane freeway, plus interchanges will alleviate operation and capacity issues, improve safety, and enhance goods movement on within the Central Valley.
- 5414 MER 99 Arboleda Road Freeway - Convert to 6-lane freeway and interchange**  
Major step in the completion of a full freeway on the SR99 corridor and vital to improved goods movement within the Central Valley.
- 5401 MER 99 Freeway Upgrade & Plainsburg Road Interchange**  
Critical gap-closure is a major step in the conversion of SR 99 to a full freeway providing needed capacity for movement of goods on a major north-south corridor.
- 5410 MAD 99 Fairmead Interchange & 6-lane Freeway**  
Continue the objective of widening all of Route 99 to a minimum of a six-lane freeway throughout the San Joaquin Valley and will improve goods movement essential to the economic well-being of the Central Valley.
- 1530Y FRE 99 Route 99 Replacement Planting**  
Mitigate the visual impact of the roadway project.
- 1530 FRE 99 Kingsburg to Selma - Convert to 6-lane freeway**  
Continues the extension of the six-lane freeway south of the Fresno metropolitan area to just north of the Tulare County Line and improve goods movement corridor through the Central Valley.
- 6400 TUL 99 Tagus Ranch - Convert to 6-lane freeway**
- 6480 TUL 99 Goshen/Kingsburg - Convert to 6-Lane freeway**  
Provide route continuity with the objective of widening all of Route 99 to a minimum of a six-lane freeway throughout the San Joaquin Valley to improve goods movement and accommodate future increases in traffic volumes.



Route 99 in Livingston



Route 99 in Kingsburg

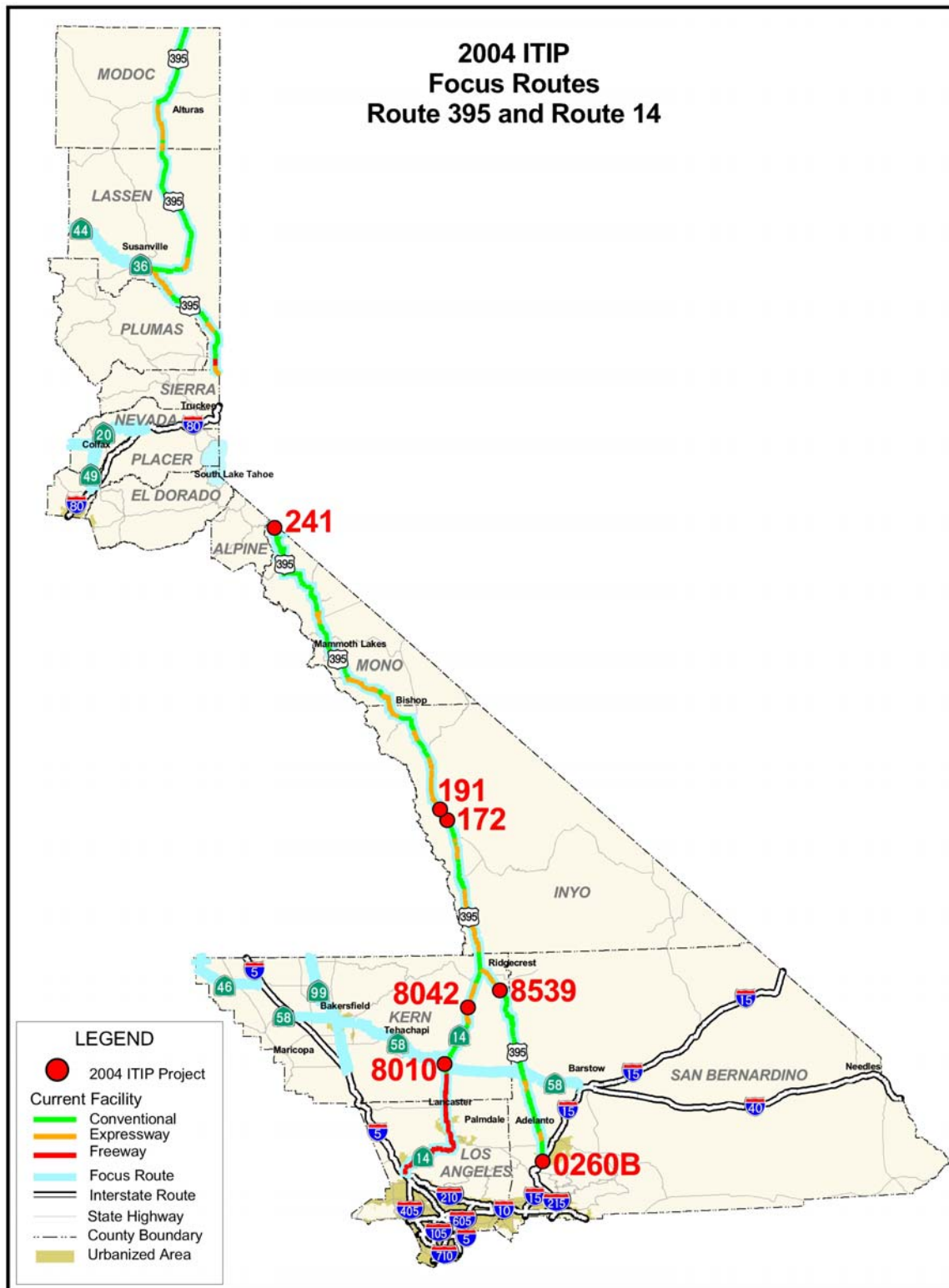


## Focus Routes

### Route 395 and 14



Route 395 at Route 58, Kramer's Junction in San Bernardino County



### Interregional Importance and Route Concept

US 395 is the major interregional route serving the Eastern Sierra's massive land and mountainous area. The route extends roughly from Oregon to the Victorville urbanized area in San Bernardino with a portion leaving the California State area near Alpine County and then rejoining above Sierra County. The route serves both major rural recreational and tourism travel to the eastern Sierra and is the designated goods movement route for large trucks. It connects numerous rural and small communities and towns to goods and services and local employment. It is the principle state route for residents of Inyo and Mono Counties and a "gateway" with the State of Nevada. The Focus Route includes State Route 14 in Kern and Los Angeles Counties for interregional connectivity. The route concept is primarily four lane expressway with improved conventional route portions.

#### Projects:

**241 MNO 395 Highpoint Curve Corrections - Modify road alignment**

Modify the roadway alignment to improve safety and facilitate bicycle travel.

**191 INY 395 Independence - Widen to 4-lane expressway**

Upgrade to a 4-lane divided highway, add capacity, and improve interregional movement of people and goods.

**172 INY 395 Manzanar - Widen to 4-lane expressway**

Upgrade to 4-lane divided highway, add capacity, improve safety and benefit interregional movement of people and goods.



Route 395 in Inyo County

**8539 KER 395 Inyo Kern Four Lane - Convert to 4-lane expressway**

Provide route continuity and improved interregional mobility of people and goods connecting the Eastern Sierra region and Western Nevada to the Southern California region.

**8010 KER 14 North Mojave four lanes - Convert to 4-lane expressway and interchange**

**8042 KER 14 Inyokern Rd. to Rte 178 4-lane (Freeman Gulch) - Convert to 4-lane expressway and interchange**

Upgrade to four lanes of the last "gap" segment of Route 14 between Mojave and the junction with Route 395, improve safety and accessibility for rural communities and for interregional and interstate movement of people and goods on one of the State's goods movement routes.

**0260B SBD 395 US-395 Widening**

Close a 48-mile expressway gap in the interregional road system to improve interregional mobility of people and goods.

## Focus Routes Route 58

### 2004 ITIP Focus Routes Route 58



### Interregional Importance and Route Concept

State Route 58 is a major east-west non-Interstate goods movement route for interregional through movement of truck freight in California. The route's interregional importance cannot be overstated nor its need for completion to four lane expressway/freeway standards. State Route 58 additionally and strategically provides operational flexibility for coping with emergencies in this region of the State and as an alternative route to bypass Los Angeles Basin congestion. The route links I-5 and State Route 99 to I-15 and I-40 into Nevada and Arizona, connecting goods flow to the southwest and southern United States. It is included in the Global Gateways Development Program due to its significance for freight movement. The rapidly growing Bakersfield urbanized area of 400 thousand people (100 thousand added since 1990) in Kern County is located at its junction with SR 99. Kern County is expected to add one million people by 2040, many in the Bakersfield area. The Bakersfield area is home to truck warehousing, transfer, and support facilities tied to its location as a "gateway" for the "Grapevine" and access to the Central Valley. State Route 58 additionally links with US 395 and State Route 14 providing connectivity to the Eastern Sierra for recreational travelers from the lower Central Valley and Southern California.

**Projects:**

**0258B KER 58 Rehabilitation/Relinquishment of Rte 58**

Rehabilitate existing SR 58 east and west of Mojave and portions for relinquishment to Kern County.

**0215C SBD 58 Construct 4-lane Expressway (Kramer Junction)**

Add capacity and operational improvements to this significant corridor for east-west goods movement and improve safety and reliability at Routes 58/395 Junction.

**0217F SBD 58 Realign and widen to 4 lane expressway (Hinkley)**

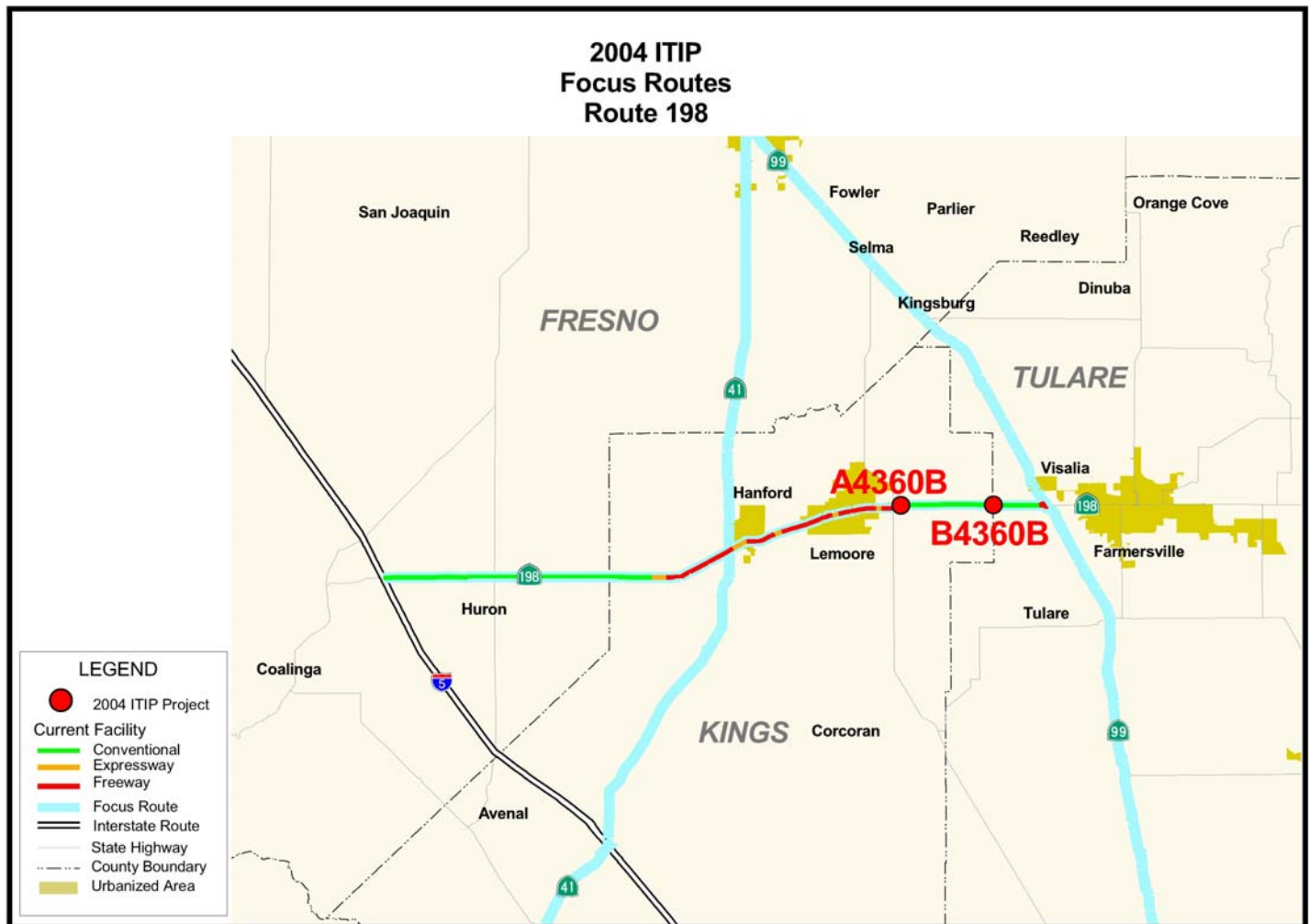
Add capacity to improve goods movement on a major interregional route connecting I-40, a vital east-west Interstate to the East Coast, and I-5, California's major north-south Interstate route.



Route 58 near Hinkley, San Bernardino County



### Focus Routes Route 198



### Interregional Importance and Route Concept

State Route 198 provides the only direct east-west link between State Route 99 and I-5 for the lower Central Valley from above Bakersfield to south of Merced, a distance of 140 miles. It is an alternative route for cross-valley goods and people movement in the event of valley emergencies and the primary route to the national defense station (Lemoore Naval Air Station). The route directly serves the fast growing Visalia urbanized area and the newly designated area of Hanford-Lemoore in Tulare and Kings Counties. These counties are expected to add a combined 600 thousand population by 2040. The route provides connections from I-5 to State Route 41 (a Focus Route) for an alternative for travel into the Fresno urbanized area and major goods movement transfer centers located there. The route concept is a fully improved conventional route with passing lanes from I-5 to the Naval Air Station and 4 lane freeway/expressway further to State Route 99.

**Project:**

**A4360B B4360B KIN/TUL 198 Route 198 4-lane Expressway - Rte 43 to Rte 99**

Gap closure for freeway/expressway between Route 43 in Hanford and Route 99 near Visalia and provide route continuity, increase capacity and improve safety.

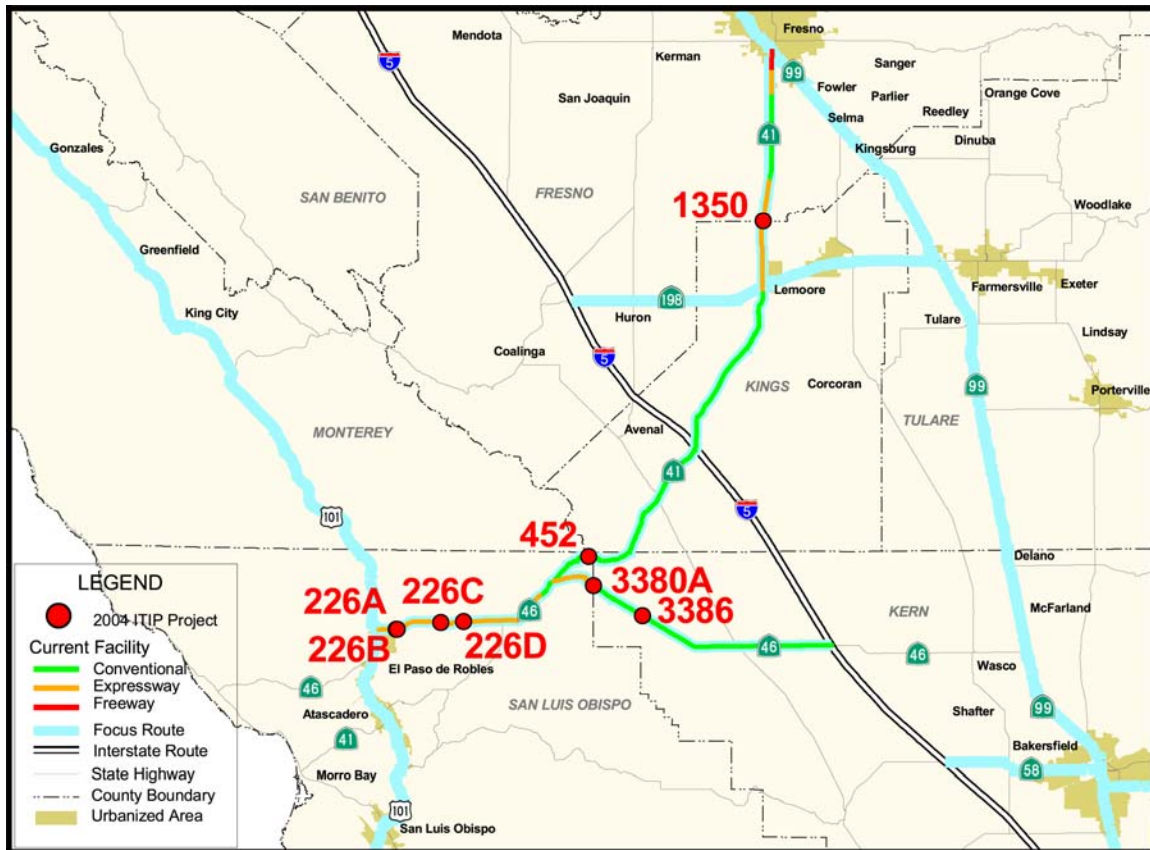


**Route 198 in Kings County**



**Route 198 in Tulare County**

## 2004 ITIP Focus Routes Route 41 and 46



### Interregional Importance and Route Concept

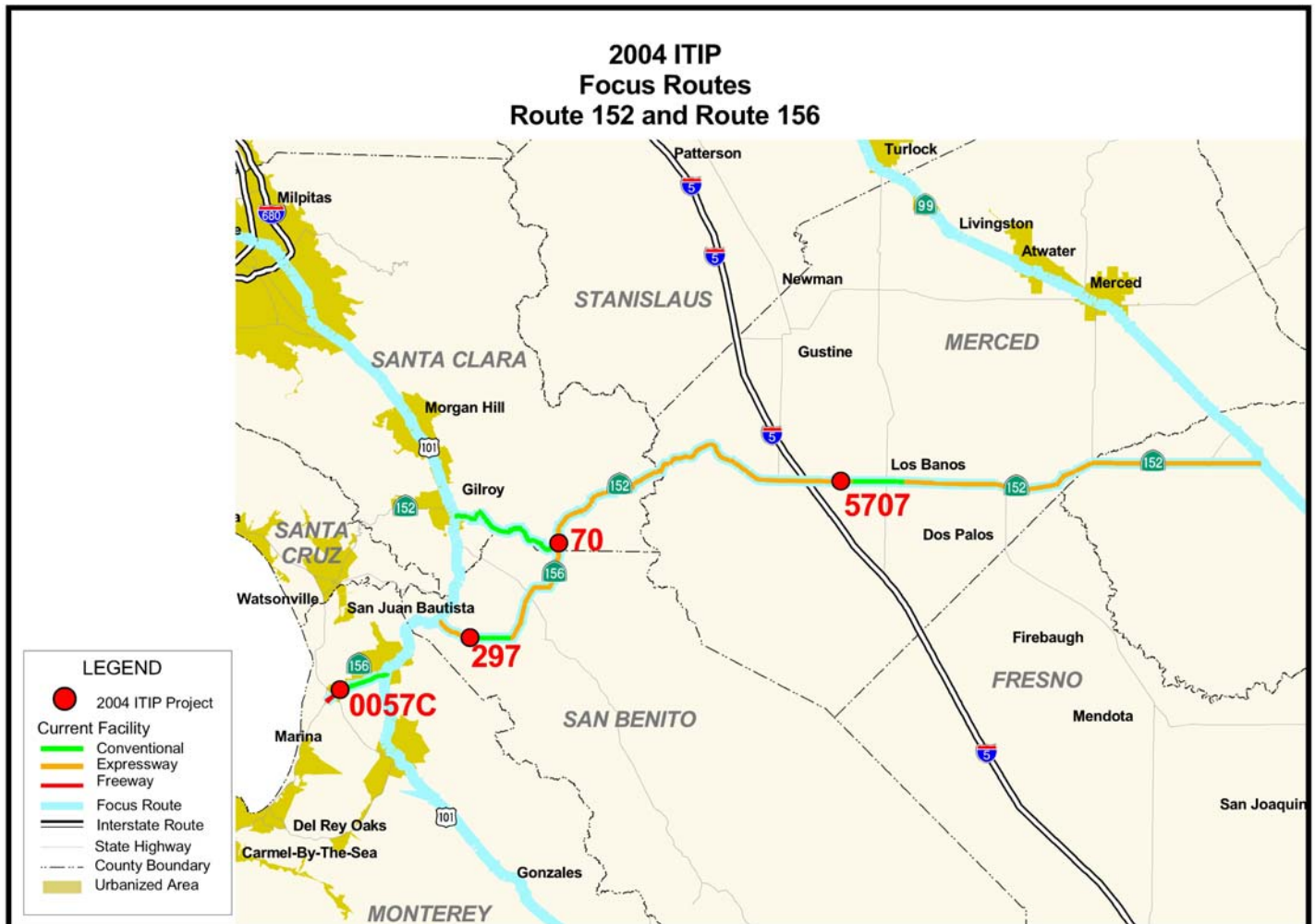
State Routes 41 and 46 provide east-west interregional connectivity for people and goods movement to locations in the Central Valley and to the counties along the US 101 corridor. California's east-west routes are under-developed overall due to complexities of the terrain, history of funding priorities and other factors. There are severely limited numbers of routes crossing from the Central Valley to the Coast and no routes built to a completed higher standard (expressway/freeway). These two Focus Routes are the primary connections to I-5 and State Route 99 from the US 101 corridor in this portion of the State and additionally provide operational flexibility for emergencies across multiple counties from coast to valley. The new urbanized areas of Paso Robles (at the junction of US 101 and State Route 46) and Hanford-Lemoore (at the junction of State Route 41 and 198) are on the route paths, as well as the fast growing Fresno urbanized area directly on the path of State Routes 41 and 99. The Fresno urbanized area is currently over 500 thousand population and the county is projected to add 700 thousand people by 2040. The route concept for SR 46 is 4 lane freeway in the Paso Robles area and continuing as a 4 lane expressway to I-5. The concept for SR 41 is fully improved 2 lane conventional with passing lanes to I-5 and continuing as 2 to 4 lane expressway to Fresno.



**Projects:**

- 1350 FRE 41 County Line Expressway - Widen to 4-lane expressway**  
Improve this portion of the interregional route to expressway and freeway standards.
- 452 SLO 41 Cottonwood Truck Climbing Lane**  
Construct a truck-climbing lane to improve movement of goods on an important highway corridor between the Central Coast and the Central Valley.
- 3380A KER 46 SLO Co Line-Keck's Road Expressway - Convert to 4-lane expressway**  
**3386 KER 46 Route 46 expressway, Kecks Road to Rte 5 - Widen to 4-lane expressway**  
Provide a main link from the San Joaquin Valley to the Central Coast, reduce congestion and improve safety, particularly in relation to truck and recreational traffic.461462463464
- 226A SLO 46 Rte 46 Corridor - PAED Only**  
**226B SLO 46 Rte 46 Corridor improvements (Union - Segment 1)**  
**226C SLO 46 Rte 46 Corridor improvements (Whitley - Segment 1)**  
**226D SLO 46 Rte 46 Corridor improvements (Whitley - Segment 2)**  
Relieve congestion, provide passing opportunities and improve safety for goods movement and recreational travel and major east/west route from the San Joaquin Valley and Interstate 5 to the Central Valley and Route 101 with the Central Coast.

## Route 152 and 156

**Interregional Importance and Route Concept**

State Routes 152 and 156 provide the only direct agricultural, goods movement and recreational interregional connectivity south of the Bay Area to the coast. The routes link State Route 99, I-5 and US 101 to the urbanized areas in Monterey County, the coastal recreational and tourism areas along State Route 1, and agricultural centers in the extensive Monterey produce growing region. The routes are the only major east-west link between I-205 and State Route 41 in the Central Valley, a distance of 120 miles. State Route 152 is in the Global Gateways Development Program due to its importance to moving east-west truck freight from State Route 99 and I-5 to US 101. These Focus Routes, like all other non-Interstate east – west routes, were not completed to expressway/freeway standards. Their importance is hit home daily by the increase in large truck traffic and interregional person trips on the route. The route concept for SR 156 is 4 lane expressway/freeway from State Route 1 in Monterey County to SR 152 in San Benito County and 4 lane expressway/freeway from US 101 in Santa Clara County to SR 99 in Madera. The counties primarily served by the route (excluding Santa Clara) are expected to add one million additional people by 2040, increasing route development pressures and need to expedite full expressway completion.

**Projects:****5707 MER 152 Los Banos Bypass - Construct 4-lane**

Gap closure bypass between two extended sections of expressway to eliminate bottleneck on SR-152 for 80 miles, enhance interregional and goods movement through Los Banos and reduce accidents and operational conflicts by separating through and local traffic.

**0057C MON 156 Route 156 West Corridor - Widen to 4-lane divided expressway**

Add capacity to improve interregional goods and people movement on a vital east-west Route linking the Central Valley with the Central Coast.

**297 SBT 156 San Juan Bautista 4-lane expressway**

Widening on a vital east-west interregional route, connecting the Central Coast region and the San Joaquin Valley, will improve interregional movement of people and goods through the corridor.

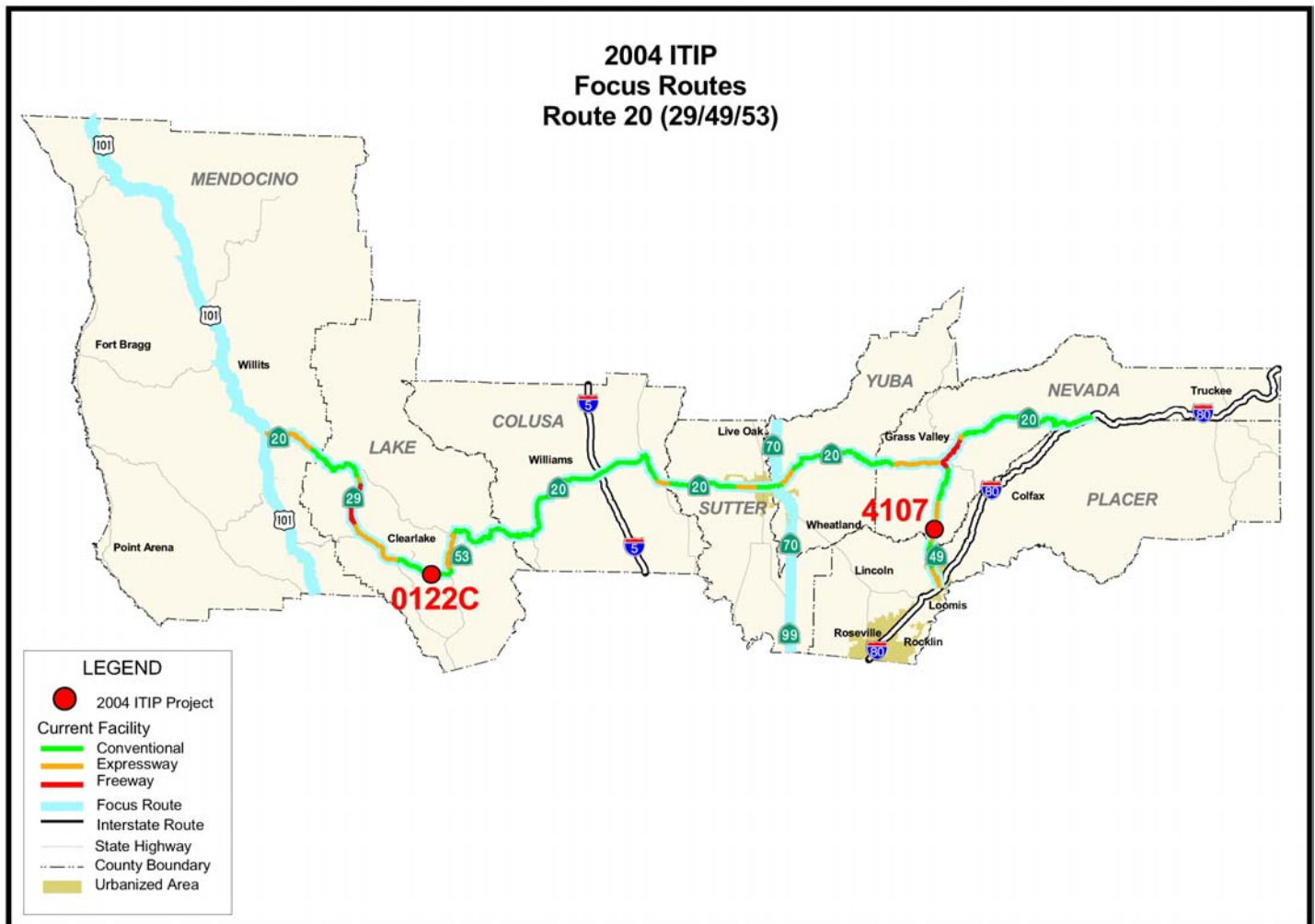
**70 SCL 152/156 SR-152/SR-156 Interchange Improvements**

Widening and interchange project on a vital east-west interregional route connecting the Central Coast region and the San Joaquin Valley to improve interregional movement of people and goods through the corridor.



**Route 152 in Los Banos, Merced County**

## Route 20 (SR 29, 49, 53)

**Interregional Importance and Route Concept**

This combined routes corridor serves the major east-west interregional movement for people and goods across the northern Central Valley from the ocean to the Sierra at I-80. It also includes SR 49 in the high growth Placer and Nevada Counties area (Grass Valley to I-80 only). The Focus Route corridor links US 101, I-5, SR 99, SR 70, and I-80 proving a high level of interregional connectivity across the width of the State and its complex terrain, literally connecting ocean and mountains. The route is a principal recreational route for north state travel and is a vital route for linking numerous small communities to goods and services. It also serves as a “main street” for the urbanized area of Yuba City-Marysville. The route concept is 2 lane fully improved conventional with passing lanes in the mountainous areas near the coast and Sierra and is otherwise 4 lane expressway/freeway through most of the route portions. Due to the importance of the route for north state east-west goods movement, connectivity and recreational travel (both personal cars and RV’s/trailers), expressway/freeway completion should continue to move forward.

**Projects:**

**0122C LAK 29 Diener Dr to North Rte 175 Upgrade to 4-lane expressway**

Upgrade the 7.8 mile portion of Route 29 to a 4-lane expressway facility is a result of a partnership involving the State and regional agencies to improve safety, reduce traffic delay and provide capacity to accommodate anticipated traffic growth.

**4107 NEV 49 Combie to Grass Valley Widening (Segment 1)**

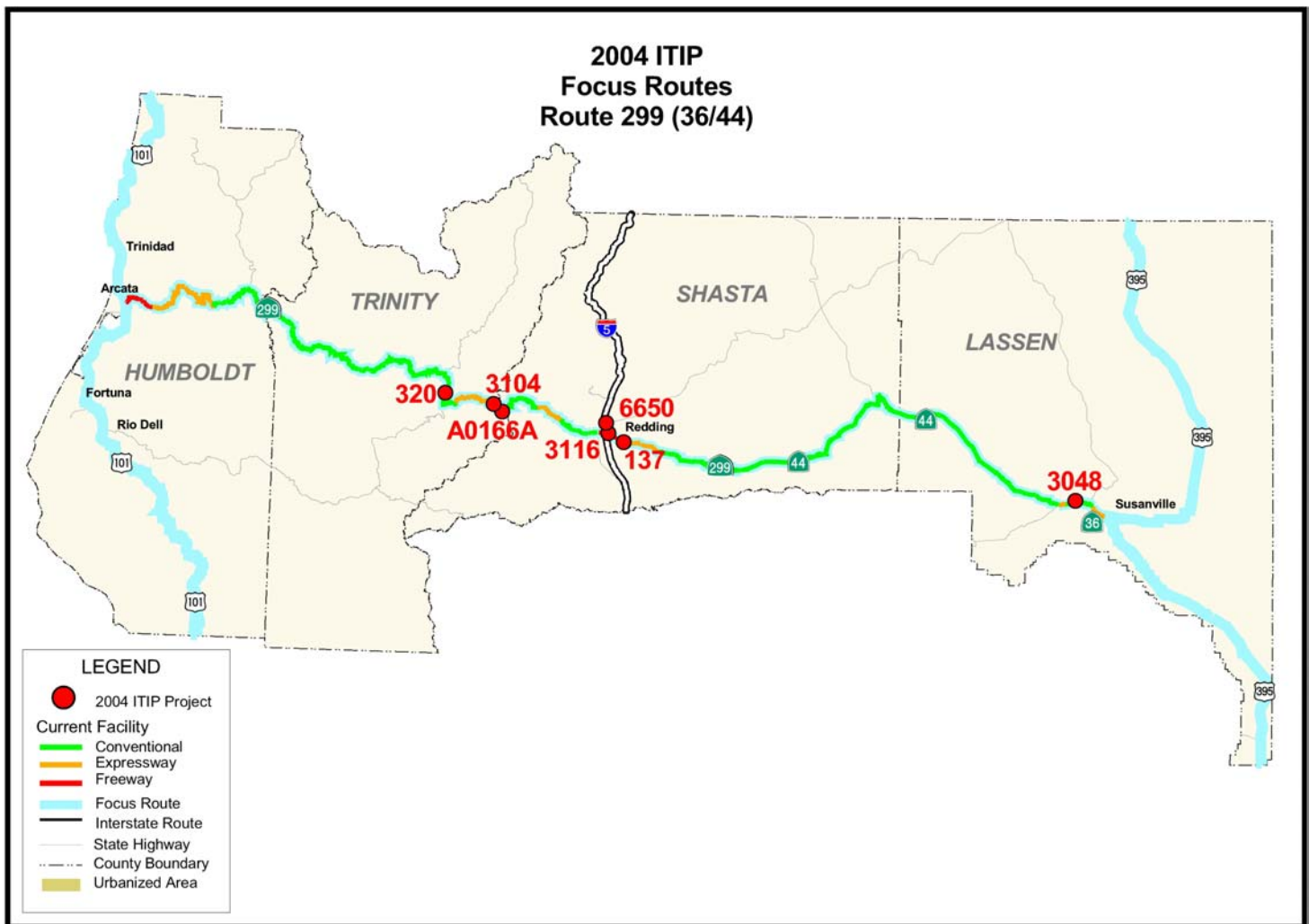
Widen roadway to accommodate significant growth in a rural area near the Sacramento metropolitan region and is the result of a partnership effort between the State and local agencies.



**Route 29 in Lake County**



## Route 299 (Route 36/44)

**Interregional Importance and Route Concept**

The routes comprising this Focus Route corridor are the northern-most significant east-west rural transportation routes in the State. The corridor traverses 191 miles, connecting small towns and communities, recreational and tourism locations, and providing interregional connectivity for goods movement. It links US 101, I-5 and US 395 and serves the Redding urbanized area located on I-5. The routes provide emergency access and routing into and across the north state. The importance of the route for north state connectivity and need for improvement to higher standards was emphasized recently with the future planned construction of a major project on US 101 in northern Mendocino County. The US 101 improvement will require closure of the coastal route for several weeks requiring detours of north state travel to destinations above and below the location onto I-5 and then across to either SR 20 or SR 299 depending on the final destination. The operational flexibility needed for ensuring interregional connectivity in a State with such a large land mass, complex terrain, and needs for disaster preparedness re-emphasizes the strategic nature of the Focus Routes improvements. The route concept is 2-4 lanes fully improved conventional and expressway with passing and truck climbing lanes and 4-lane expressway/freeway in and near the Redding urbanized area. Completion of the "Buckhorn" project west of Redding is a priority for ensuring a high standard facility.

**Projects:****320 TRI 299 Rocky Point - Add east and westbound passing lanes**

Provide vehicle passing opportunities to both east and west bound directions in partnership with local agencies

**3104 TRI 299 Sand House Curve - Construct westbound passing lane**

Provide a westbound vehicle passing opportunities to reduce operational delay in partnership with local agencies.

**A0166A SHA 299 Buckhorn Grade - Environmental Only**

Improve alignment, provide passing opportunities and improve errant vehicle recovery areas on Buckhorn Grade.

**3116 SHA 44 Liberty to I-5 aux. lane and bridge widen**

Construct an eastbound auxiliary lane to improve regional and interregional travel, improve operation and safety Redding and I-5.

**6650 SHA 44 Redding Auxiliary Lane & Bridge Widening**

Construct a westbound auxiliary lane and bridge widening to improve operational and safety concerns on Route 44 and improve access from Dana Area of Redding to downtown Redding.

**137 SHA 44 Stillwater - Widen to 4-lane freeway and interchange**

Provide safe and improved access to bicycle/pedestrian mobility and access to the growing area east of Redding.

**3048 LAS 36 Susanville Town Hill**

Improve bicycle safety and support recreational travel to enhance the quality of life in Susanville, a significant town center for a large tourist and recreational travel.

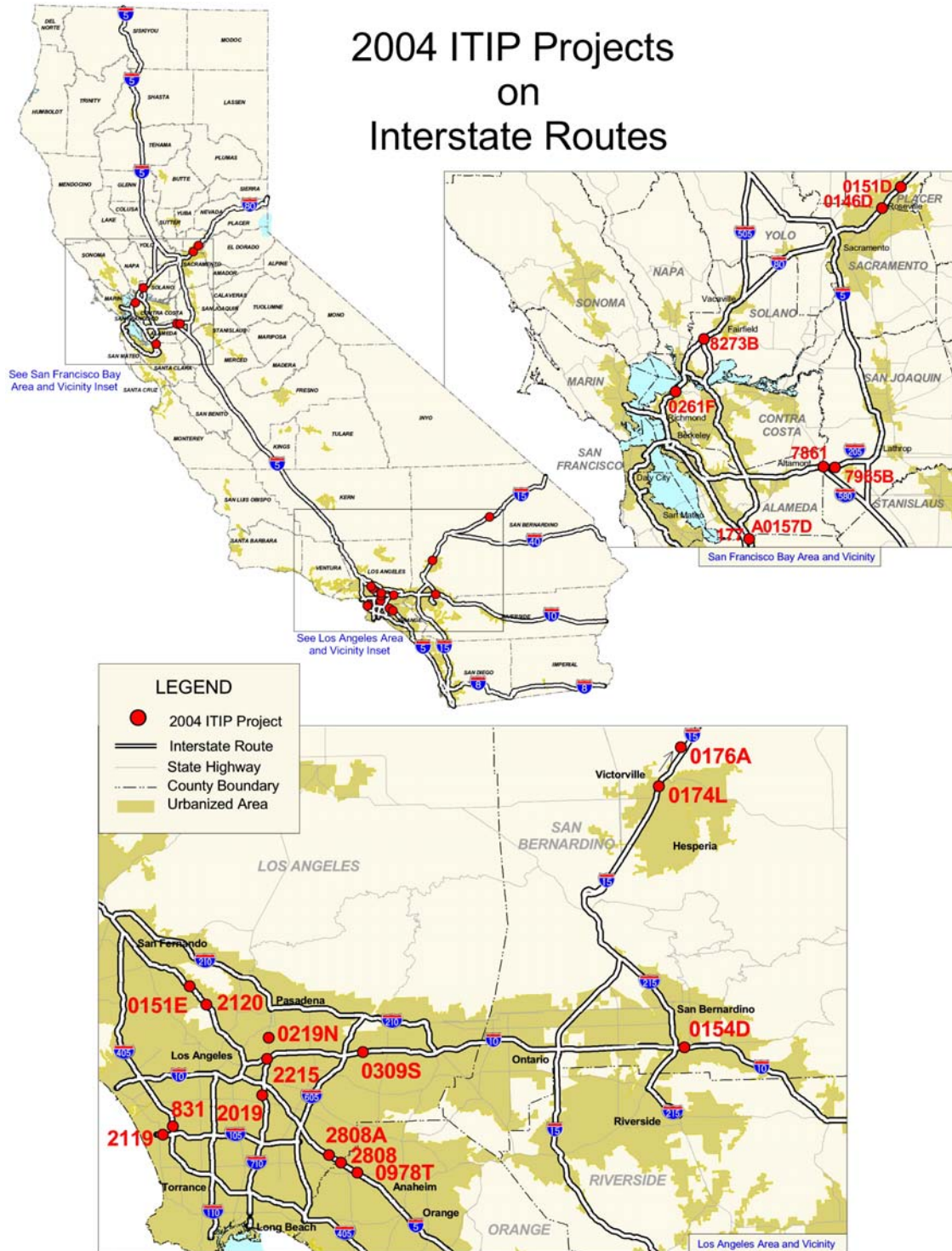


## Interstate Routes

CO	PPNO	RTE	Project	Comments	Other Funding	Total ITIP
ALA	A0157D	680	Sunol Grade HOV Corridor-Southbound	Delay Con from FY 2004/05 to FY 2007/08	Demo, Local	21,992
ALA	177	680	Sunol Grade HOV Corridor- Northbound (Phase 1)	Delay Con from FY 2005/06 to FY 2007/08		36,300
CC	0261F	80I-80	HOV WB Gap Closure	Delay Con from FY 2003/04 to FY 2005/06	RIP	31,300
LA	2808	5I	5 Widening - Orange County Line to Route 605	Support only	RIP	17,000
LA	2808A	5	Orange County to Rte 605 - Interchange	Support only	RIP	750
LA	0151E	5	Ultimate HOV/Empire Interchange Improvements	Support only, con with other funds.	RIP, Local	11,356
LA	2120	5I-5	Western I/C Modification	Delay Con from FY 2002/03 to FY 2005/06	RIP	9,156
LA	0309S	10	Baldwin Park - Soundwalls	Delay Con from FY 2004/05 to FY 2007/08		6,085
LA	2119	105	Sepulveda to Nash WB Off Ramp Widening	Delay Con from FY 2003/04 to FY 2006/07	Local	7,394
LA	831	405	Rte 405-Arbor Vitae-Southhalf of I/C	Delay Con from FY 2004/05 to FY 2007/08	RIP, Local	7,240
LA	2215	710	Rte 710 study per Record of Decision	Support only, con with other funds.		2,952
LA	0219N	710	South Pasadena - repair/preserve historic buildings	Support only, con with other funds.	RIP	3,910
LA	2019	710	Atlantic Blvd Interchange	Delay Con from FY 2005/06 to FY 2008/09	Local	7,899
ORA	0978T	5	Rte 5 HOV Lanes - Rte 91/Los Angeles CL	Delay Con from FY 2004/05 to FY 2006/07	RIP, Local	38,423
PLA	0146D	80I-80	Capacity/Operational Improvements (Stage 1)		RIP, Local	4,600
PLA	0151D	80	Interchange Reconstruction	Delay Con from FY 2006/07 to FY 2007/08	RIP, Local	11,000
SBD	0154D	10	Tippecanoe Ave Interchange improvements	Support only	Demo, Local	2,500
SBD	0176A	15I-15	SB Truck Climbing Lane	Delay Con from FY 2004/05 to FY 2005/06		14,260
SBD	0174L	15	Phase 2 NB Widening	Delay Con from FY 2005/06 to FY 2007/08	RIP	43,576
SBD	0194T	210	Etiwanda Wind Break Landscape Reqd. Mitigation	Required Mitigation		640
SBD	0192K	210	Park and Ride Facility Reqd. Mitigation	Required Mitigation		300
SJ	7861	205	205/580 Ultimate Truck Bypass	Support only		930
SJ	7965B	205	Tracy Widening, stage 2 & 3	Delay Con from FY 2003/04 to FY 2006/07	RIP, TCRP	41,535
SOL	8273B	80	Route 80 Widening Landscaping	Delay Con from FY 2005/06 to FY 2007/08		1,287
						322,385



## 2004 ITIP Projects on Interstate Routes



### Importance

The Interstate routes are the only portion of California's Freeway and Expressway System that was completed as a "system". The State legislature identified the Freeway and Expressway System in 1959 to accommodate the dynamic anticipated growth in the State with the intent of providing a strong statewide interregional transportation system complete to freeway and expressway standards. Large population and economic centers have grown along the Interstates as the routes provide high standard facilities and capacity for both regional and interregional travel as well as Interstate trips in the areas where constructed. The strategic importance of the completed Interstate System to California mobility is emphasized by its related statistics. The Interstate System is only 17 percent of the entire State's highway route miles and carries roughly 50% of all statewide vehicle miles of highway travel, with two thirds in the major urbanized areas in the San Francisco-Bay area, Los Angeles area, and San Diego. Fifty – seven percent of all large truck vehicle miles of travel in the State is on Interstate System. The importance of the Interstates to California's economic well being, quality of life and future cannot be overstated. The Interstates connect California to Canada and Mexico via I-5 and connect the Pacific Rim nations and trade to the State and State's east. The System connects people and freight to major metropolitan centers and intermodal and multimodal transfer locations such as water ports and air passenger and cargo terminals and intermodal transfer facilities and warehousing located there. The Interstates are the principal paths for the movement of freight into and out of the largest metropolitan centers and are the primary paths for regional mobility. The Interstates are highly congested in the largest metropolitan centers. System optimization, to capture all capacity in these high-end facilities, through transportation management (projects, strategies and actions) in cooperation with regional agencies is a strategic emphasis for Interstate optimization and improvement. The Interstates are central to carrying out the goals and objectives outlined for goods movement in the Global Gateways Development Program.

### Projects:

#### **177/A0157D ALA 680 Sunol Grade HOV Corridor**

Add northbound and southbound HOV lanes on Route 680 over Sunol Grade, Milpitas to Route 84, ramp metering from Jacklin Road to Stoneridge Drive, and auxiliary lanes at various locations in Santa Clara and Alameda Counties.



Sunol Grade, Route 680 in Alameda County

#### **7861 SJ 205 205/580 Ultimate Truck Bypass**

Critical route connection for interregional and recreational travel and is the top priority link for commerce and freight movement between the Central Valley and Bay Area regions.

#### **7965B SJ 205 Tracy Widening, stage 2 & 3 - Widen to 6 lanes freeway**

Reduce congestion on I-205, a major goods movement corridor between the I-5 corridor and the San Francisco Bay Area.

#### **0261F CC 80 I-80 HOV Westbound Gap Closure**

Relieve congestion and provide a continuous HOV facility critical to commuters, goods movement and recreational traffic.

#### **8273B SOL 80 Route 80 Widening Landscaping**

Mitigate the visual impact of the roadway project.



Route 80 in Placer County

#### **0146D PLA 80 I-80 Capacity/Operational Improvements (Stage 1)**

Improve mobility, relieve congestion, maintain trip reliability, and enhance safety for freeway users from near the Sacramento/Placer Co line.

- 0151D PLA 80 Interchange Reconstruction at Sierra College on I-80**  
Improve operational deficiencies at the interchange ramp intersections to improve safety.
- 0151E LA 5 Ultimate HOV/Empire Interchange Improvements**  
Reduce congestion on I-5 to benefit interregional travel connections between I-5 and the Burbank-Glendale-Pasadena Airport.
- 2120 LA 5 I-5 Western Interchange Modification**  
Provide congestion relief for future local and regional traffic and eliminate existing deficiencies at the I-5/ Western Ave Interchange and Western Ave/Flower Street intersection.
- 2808A LA 5 Orange County to Rte 605 - Carmenita Interchange**  
Improve on and off ramps traffic movements and overall interchange traffic circulation, reduce congestion and improve safety to accommodate new I-5 freeway cross section.
- 2808 LA 5 I 5 Widening - Orange County Line to Route 605**  
Widen for HOV and Mixed flow lanes. Add capacity for future travel demands, improve access to regional transit, reduce travel time and congestion, eliminate northbound bottleneck as between the Orange County and LA County line.
- 0978T ORA 5 Rte 5 HOV Lanes - Rte 91/Los Angeles**  
Complete the HOV facility for Orange County along I-5, reduce traffic congestion on I-5 between SR 9 and improve goods movement.
- 0309S LA 10 Baldwin Park – Soundwalls**  
Mitigate the noise impact of the roadway project.
- 0154D SBD 10 Tippecanoe Ave Interchange improvements**  
Reduce congestion at interchange, relieve impacts to the freeway, and provide capacity for future development in the areas around the San Bernardino International Airport.
- 0176A SBD 15 I-15 SB Truck Climbing Lane**  
Separate trucks and other vehicles in hill portions of I-15 to improve goods movement between Southern California and destinations in Nevada, Utah and beyond.
- 0174L SBD 15 Phase 2 NB Widening**  
Add capacity, upgrade of I-15 to current standards, eliminate operational deficiencies and enhance safety by reconstructing three interchanges in the city of Victorville.
- 2119 LA 105 Sepulveda to Nash Wesbound Off Ramp Widening**  
Reduce congestion on the main line and speed access to the Central Terminal Area at LAX
- 831 LA 405 Rte 405-Arbor Vitae-Southhalf of Interchange**  
Reduce congestion, improve safety and traffic flow and access to the Los Angeles Intl Airport.
- 2019 LA 710 Atlantic Blvd Interchange**  
Modification Reduce congestion and improve traffic flow at the interchange.
- 2215 LA 710 Rte 710 study per Record of Decision**  
Close the Gap between I-10 in Los Angeles and Route 210 in Pasadena to complete the Freeway system in one of the busiest region in the Los Angeles County.
- 0219N LA 710 South Pasadena - repair/preserve historic buildings**  
Repair and preserve historic buildings in the I-710 corridor, vital component in improving the livability of communities in the Los Angeles metropolitan area.



Route 405 in Los Angeles County

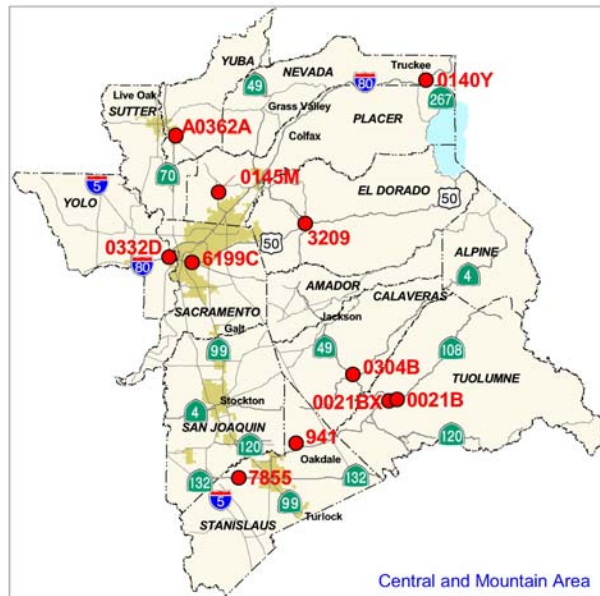


## Other Routes

### 2004 ITIP Other State Highway Routes

#### LEGEND

- 2004 ITIP Project
- State Highway
- - - County Boundary
- Urbanized Area





CO	PPNO	RTEProject	Comments	Other Funding	Total ITIP
ALA	0057A	24Route 24/Caldecott Tunnel Corridor	Support only	RIP, TCRP	18,000
ALA	0090C	92Hesperian/Santa Clara Retrofit Soundwall	Delay Con from FY 2004/05 to FY 2007/08		1,071
CAL	0304B	4Angels Camp Bypass	Delay Con from FY 2004/05 to FY 2007/08	RIP	18,453
CC	0192E	4Rte 4- Widen to 8 lanes, Loveridge Rd IC	Support only, con with other funds.	RIP, TCRP, Local	3,000
ED	3209	50Placerville - Lawyer Dr to Bedford Ave	Delay Con from FY 2003/04 to FY 2006/07	RIP	4,400
IMP	549	98Route 98 Widening (west of Rte 111)	Support only		2,000
LA	0482R	60Rte 60 HOV from Rte 605 to Azusa Ave	Support only, con with other funds.	RIP, Local	5,100
LA	2223	134New Route 134 On-Ramp at Hollywood Way	Delay Con from FY 2002/03 to FY 2005/06	RIP	17,437
LA	3331	138Route 138 Widening	Support only	RIP	4,572
LA	3325	138Route 138 Widening	Support only, con with other funds.	RIP	928
LA	3326	138Route 138 Widening	Support only, con with other funds.	RIP	90
LA	3327	138Route 138 Widening	Support only, con with other funds.	RIP	1,547
LA	3328	138Route 138 Widening	Support only, con with other funds.	RIP	106
LA	3330	138Route 138 Widening - Twin Bridges	Support only, con with other funds.	RIP	800
LA	0694Q	138Route 138 Widening	Delay Con from FY 2004/05 to FY 2007/08	RIP	16,852
MON	0032G	1Salinas Road Interchange	Support only	RIP	1,114
NAP	0367D	12Jamieson Canyon	Support only	RIP, TCRP	2,000
NEV	0140Y	267Truckee Bypass	Delay Con from FY 2003/04 to FY 2004/05		1,306
ORA	4110	74Route 5 to Antonio Parkway Widening	Support only		2,019
PLA	0145M	65Lincoln Bypass	Delay Con from FY 2006/07 to FY 2008/09	RIP, Demo, Local	93,923
RIV	33	60Riv-60 HOV Lanes	Delay Con from FY 2002/03 to FY 2004/05	RIP, Local	9,785
RIV	0048W	91Route 91/71 Animal Crossing Study	Support only		2,204
RIV	0076B	91Green River Road Interchange	Delay Con from FY 2004/05 to FY 2007/08	RIP, TCRP, Demo	15,615
RIV	0079D	91N. Main Corona Parking Structure	Delay Con from FY 2006/07 to FY 2008/09		10,500
SAC	6199C	50HOV lanes & Community enhancements	Support only	RIP	2,500
SBD	0239J	138Route 138 4-lane widening at Rte 2	Delay Con from FY 2002/03 to FY 2008/09		57,662
SD	1000	11State Route 11 - PAED Only	Support only		8,000
SD	260	52New Rte52 Fwy-Rte125 to Cuyamaca-Wst end	Support only, con with other funds.	RIP, TCRP, Demo, Local	3,400
SM	626	1Devils Slide Bypass	Delay Con from FY 2003/04 to FY 2007/08	RIP, Demo	750
SOL	5201F	37Route 29/37 Interchange - Highway Planting	Delay Con from FY 2005/06 to FY 2007/08		3,046
STA	941	120Oakdale Expressway/Bypass	Delay Con from FY 2003/04 to FY 2006/07	RIP	95,541
STA	7855	132SR-132 West Widening	Support only	RIP, TCRP	517
TUO	0021B	108E. Sonora Bypass Stage II	Support only	RIP	3,062
TUO	0021BX	108E. Sonora Bypass Stage I Cost Increase	Delay Con from FY 20unfunded to FY 2004/05		914
YOL	0332D	50Harbor Boulevard Project	Support only	RIP, Local	5,360
YUB	A0362A	65Third River Bridge	Support only	RIP	3,000
					416,574



### Importance

The State Highway System is a vast system connecting the regions, cities and communities across 156,000 square miles of complex terrain. The system (including Interstates and Focus Routes) has over 180 routes and 15,400 route miles of highway with more than 168 billion vehicle miles of travel per year total. The importance of the non-Interstate or Focus Routes is clear in related statistics. These routes are 65 percent of California's state highway route miles, carry 35 percent of all travel and are primarily conventional routes statewide with the exception of freeway route portions in the largest urban centers. As growth continues in California in areas not on Interstates or Focus Routes, the need for improvements to these other State Routes in coordination with improved growth planning by regions and local jurisdictions will become even more pressing.

### Projects:

- 0367D NAP 12 Jameson Canyon - Widen to 4 lane expressway**  
Reduce traffic congestion, improve safety and increase capacity on Route 12 between Route 29 in Napa County and Interstate 80 in Solano County.
- 5201F SOL 37 Route 29/37 Interchange - Highway Planting**  
Provide the necessary highway planting to mitigate the visual impact of the roadway project.
- 0192E CC 4 Rte 4- Widen to 8 lanes, Loveridge Rd IC**  
Reconstruct interchange to add HOV and mixed flow traffic lanes along Route 4 and preserve the median space for a future mass transit system to reduce congestion.
- 0057A ALA 24 Route 24/Caldecott Tunnel Corridor Construct fourth bore two-lane tunnel**  
Reduce congestion, increase capacity, improve safety and enhance reliability.
- 0090C ALA 92 Hesperian/Santa Clara Retrofit Soundwall**  
Mitigate the noise impact of the roadway project.
- 626 SM 1 Devils Slide Bypass - Construct bypass/tunnel with approaches**  
Provide a safe, dependable and stable State highway route to bypass the geologically unstable area of Route 1 at Devil's Slide in San Mateo County.
- 260 SD 52 Construct Route from Route 125 to Cuyamaca Street**  
Improves the transportation network providing a connecting link between the commercial and industrial centers in the east county and the primary north-south goods movement corridors of Interstates 5, 15, and 805.
- 1000 SD 11 New Route 11**  
The future port of entry at East Otay Mesa will help reduce traffic at the existing SanYsidro and Otay Mesa ports of entry, providing an alternate entry for commercial traffic.
- 549 IMP 98 Widen to 4-lanes from Navarro Avenue to Route 111**  
Improve traffic flow and accommodate future travel demands.
- 0032G MON 1 Salinas Road Interchange - Construct new interchange and widen to four-lane freeway**  
Improve safety and operation of Route 1 critical for goods movement and recreational travel as well as regional commuters.



- 0304B CAL 4 Angels Camp Bypass - Construct 2-lane expressway**  
Improve both resident and recreational travel on SR4, in this foothill and mountain county and is the result of a rural partnership.
- 6199C SAC 50 HOV lanes & Community enhancements**  
Add HOV lanes in Median of Route 50 in Sacramento County, improve the midtown and downtown Sacramento street system to enhance neighborhood livability.
- 0021BX TUO 108 E. Sonora Bypass Stage I - Cost Increase - Construct 2-lane expressway on new alignment**  
Completion of archeological studies and cataloging of Indian remains found at the construction site.
- 0021B TUO 108 E. Sonora Bypass Stage II - Construct a 2-lane expressway**  
Improve the east-west interregional movement of people and goods and reflect a partnership effort between the State and local agencies.
- 941 STA 120 Oakdale Expressway/Bypass - Construct 2-lane expressway on new alignment**  
Rural partnership between the State and local agencies to improve travel for both regional residents and for recreational travel into the foothills and Yosemite.
- 7855 STA 132 SR-132 West Widening - Construct 4-lane divided expressway**  
Partnership between State and local agencies to provide significant benefits to interregional and regional travel and major goods movement benefits between Central Valley and Bay Area.
- 3209 ED 50 Placerville - Lawyer Dr to Bedford Ave - Operational Improvements**  
Improve safety and relieve traffic congestion during both peak and off-peak periods within the project area by providing a direct connection between downtown Placerville and Placerville Drive.
- 0332D YOL 50 Harbor Boulevard Project - Widen overcrossing to 6 lanes and revise ramps**  
Improve safety, mobility and intermodal transfer for goods to the Sacramento Port facility.
- 0145M PLA 65 Lincoln Bypass - Construct new 4 lane expressway/freeway on new alignment**  
Bypass project around a fast-growing community in the Sacramento metropolitan region to enhance the quality of life in the community while accommodating future growth.
- A0362A YUB 65 Third River Bridge - Construct expressway and bridge**  
Provide freeway system linkage between SR's 65, 70 & 99, connect the urbanized areas of Yuba City and Marysville, improve local commute and interregional travel, improve promote economic development safety.
- 0140Y NEV 267 Truckee Bypass - Mitigation Planting**  
Provide the necessary highway planting to mitigate the visual impact of the roadway project.
- 0482R LA 60 Rte 60 HOV from Rte 605 to Azusa Ave - Construct one HOV Lane in each direction**  
Provide continuity to other HOV lanes, add capacity, reduce congestion, minimize air quality and reduce accidents.



- 33 RIV 60 Riv-60 HOV Lanes**  
Gap closure to fully improve route from Moreno Valley to Diamond Bar in Los Angeles County.
- 4110 ORA 74 Route 5 to Antonio Parkway Widening**  
Improve traffic flow and accommodate future travel demands.
- 0076B RIV 91 Green River Road Interchange**  
Reduce congestion and improve regional commuting between the major growth areas of the Inland Empire and the commercial centers of Orange County.
- 0048W RIV 91 Eastbound 91 to Northbound 71 Connector**  
Improve travel for commuters on the regional freeway system between the rapidly expanding Inland Empire and the central core areas of the metropolitan region.
- 2223 LA 134 New Route 134 On-Ramp at Hollywood Way**  
Improve traveling conditions for interregional and regional commuters.
- 3331 LA 138 Route 138 Widening - Various locations, from Avenue T to Route 18**  
**3325 LA 138 Route 138 Widening - Near Palmdale, from 60th Street East to 0.5 km east of Avenue T-8**  
**3326 LA 138 Route 138 Widening - Near Littlerock, from 77th Street East to 89th Street East**  
**3327 LA 138 Route 138 Widening - Near Pearblossom, from 96th Street East to 106th Street East**  
**3330 LA 138 Route 138 Widening - Near Pearblossom, Big Rock Wash Bridge Replacement**  
**694Q LA 138 Route 138 Widening - Near Llano, from 175th Street East to Largo Vista Road**  
**3328 LA 138 Route 138 Widening - Near Pearblossom, from 126th Street East to Longview Road**  
Improve safety, provide mobility and congestion relief on SR 138 which connects two of the State's fast growing urbanized areas of Antelope Valley and Victorville.
- 239J SBD 138 Widen to 4-lanes from Route 18 to Route 15**  
Improve safety, provide mobility and congestion relief on SR 138 which connects two of the State's fast growing urbanized areas of Antelope Valley and Victorville.

## Multimodal Projects



CO	PPNO	RTEProject	Comments	Other Funding	Total ITIP
ALA	2021	Livermore Valley Siding	Delay Con from FY 2003/04 to FY 2007/08		1,000
ALA	2103	BART Oakland Airport Connector	Delay Con from FY 2006/07 to FY 2008/09	RIP, Local	10,000
ALA	2020	Emeryville Intermodal Transfer Station	Delay Con from FY 2006/07 to FY 2008/09	RIP, Local	4,200
CC	9878	Richmond Intermodal Transfer Station	Delay Con from FY 2003/04 to FY 2007/08	RIP, Local	2,000
FRE	2041	San Joaquin Track Improvements	Delay Con from FY 2003/04 to FY 2005/06		11,289
LA	2318	GSEP Alameda Corridor East Grade Separations	Support only, con with other funds.	RIP, TCRP, Local, Demo	1,042
LA	9814	GSEP Glendale Grade Separation (Pacific Surfliner) at SR 134	Delay Con from FY 2001/02 to FY 2007/08		16,375
LA	2023	LOS ANGELES Storage Facilities & Track	Delay Con from FY 2006/07 to FY 2007/08		5,000
LA	2002	La Mirada to DT Junction Third Track	Delay Con from FY 2003/04 to FY 2008/09		5,000
MAD	2025	Madera Amtrak Station Relocation	Delay Con from FY 2003/04 to FY 2006/07		800
ORA	9656	GSEP Placentia Avenue Grade Separation	Delay Con from FY 2003/04 to FY 2004/05	RIP, TCRP, Local	2,200
ORA	2026	FULLERTON TRANSPORTATION CENTER parking expansion	Delay Con from FY 2005/06 to FY 2007/08		3,000
ORA	9655	Yorba Linda Train Station	Delay Con from FY 2005/06 to FY 2008/09		5,000
PLA	9879	Sacramento - Roseville Track Improvement Project	Rescope to funding.	RIP	3,530
SAC	2027	Elk Grove Intercity Rail Station	Delay Con from FY 2005/06 to FY 2007/08		800
SCL	2008	Capitol Corridor-San Jose-Santa Clara Fourth Main	Delay Con from FY 2006/07 to FY 2007/08		17,900
SD	9865	San Dieguito River Bridge Replacement	Support only		855
SD	7300	Del Mar Bluff Stabilization	Delay Con from FY 2003/04 to FY 2004/05		754
SD	2029	Oceanside Transit Center Parking Structure	Delay Con from FY 2003/04 to FY 2006/07	RIP, TCRP, Local	2,700
SD	7301	Sorrento to Miramar Double Track/Realign	Delay Con from FY 2001/02 to FY 2007/08		5,300
SD	9069A	Sorrento to Miramar Double Track			21,390
SJ	2031	Stockton SP Depot Restoration	Delay Con from FY 2005/06 to FY 2007/08	RIP	3,400
SJ	2030	Capacity Improvements	Delay Con from FY 2005/06 to FY 2008/09	TCRP	24,200
SOL	6045L	Bahia Viaduct Track Upgrade	Delay Con from FY 2003/04 to FY 2006/07	RIP	1,250
VAR	2017	GSEP Statewide Development of Carsharing	Delay Con from FY 2003/04 to FY 2007/08		3,600
VAR	0079E	2 Cabs cars and 3 locomotives	Delay Con from FY 2005/06 to FY 2007/08		12,000
VEN	2024	Tunnel 26 Seismic Improvements	Delay Con from FY 2003/04 to FY 2004/05		9,500
VEN	9877	Oxnard Station Parking Improvements	Delay Con from FY 20Prior to FY 2005/06		1,081
VEN	2034	Replacement Rail Moorpark to Simi Valley	Delay Con from FY 2003/04 to FY 2007/08		4,000
					179,166

### Importance

The multi-modal systems in California are a vital part of the total transportation system. The State's Intercity passenger rail system (Amtrak), comprised of the Surfliner, San Joaquin, and Capitol routes, carries more than 3.6 million passengers per year between urban centers and interregional destinations. The routes parallel congested Interstate and other highway routes providing alternatives to personal vehicles. The major commuter rail systems in the largest urban centers carry over 600 thousand passengers daily combined providing mobility and alternatives to congested state routes. Improved multi-modal transfer stations are critical facilities/services to encourage increased use of rail/transit. Smart growth planning by regions and local jurisdictions around rail/transit stations and lines in the urban and metropolitan areas for housing, commercial and jobs creation will ensure both a higher return on the transportation investment and improved quality of life. Comprehensive corridor planning that emphasizes a complete strategy of smart growth (creation of jobs/housing), improved multi-modal systems and connectivity, and optimization of high standard state routes (Interstates) will ensure sustained economic health, livelihood and mobility in California.

### Projects:

#### **2041 FRE San Joaquin Track Improvements**

Increase capacity of commuter rail, improve reliability and reduce running times on this vital interregional commuter rail corridor between the high growth Central Valley and the Bay Area.

#### **2025 MAD Madera Amtrak Station Relocation**

Relocate the Madera Intercity Rail site to a more visible, accessible, convenient and safe location and is expected to increase ridership on the San Joaquin and Amtrak routes.

#### **2027 SAC Elk Grove Intercity Rail Station**

Provide a conveniently located passenger rail station and parking for area residents, increasing the desirability of using the San Joaquin Intercity passenger service.

#### **2030 SJ Capacity Improvements**

Increase capacity of commuter rail, improve reliability and reduce running times on this vital interregional commuter rail corridor between the high growth Central Valley and the Bay Area.

#### **2031 SJ Stockton SP Depot Restoration**

Restore the historic SP Depot in Stockton for use as a multimodal center for commuters using ACE, Amtrak San Joaquin, Greyhound Bus, SMART, and San Luis Obispo Counties.

#### **9879 PLA Roseville Third Track**

Improve running times and on-time performance of the Capital Corridor intercity passenger rail service between Sacramento and Auburn and will allow for overall expansion.

#### **7300 SD Del Mar Bluff Stabilization**

Provide stabilization of the bluffs near Del Mar critical to maintain the mainline for goods movement, Pacific Surfliner and Coaster passenger service.



Pacific Surfliner - San Diego County

#### **7301 9069A SD Sorrento to Miramar Double Track/Realign**

Add capacity, improve speed and operational efficiency of the mainline tracks.

#### **2029 SD Oceanside Transit Center Parking Structure**

Provide parking to improve and support increased commuter and intercity ridership for the Coaster and Pacific Surfliner passenger rail services.

#### **9865 SD San Dieguito River Bridge Replacement**

Replace bridge and add a second track to improve reliability, improve operational flexibility, and reduce maintenance cost.



**2021 ALA Livermore Valley Siding**

Extend siding by 8,000 feet for safe passing/staging area for trains traveling bi-directionally on the single track service both commuter passenger rail and commercial freight rail traffic.

**2103 ALA BART Oakland Airport Connector**

Provide a direct access from the BART system to the Oakland International Airport to improve reliability and convenience of travel and reduce congestion.

**2020 ALA Emeryville Intermodal Transfer Station**

Improve bus transfers between Amtrak intercity trains and local and feeder bus service and increase parking availability for rail patrons to increase ridership and improve reliability.

**9878 CC Richmond Intermodal Transfer Station**

Provide a multimodal facility for intercity and long-distance Amtrak passenger trains, BART, buses, and other modes near the proposed mixed-use, transit village in the City of Richmond.

**2008 SCL Capitol Corridor-San Jose-Santa Clara Fourth Main**

Increase rail track capacity to improve on-time performance, schedule flexibility, and corridor reliability for the Capitol Corridor, ACE, and Caltrain services freight

**6045LSOL Bahia Viaduct Track Upgrade**

Upgrade track to improve the train operational speed and reliability of passenger rail service.



Capitol Corridor in Alameda

**2318 LA Alameda Corridor East Grade Separations**

Separate vehicular traffic on SR1 from freight rail traffic to and from the ports of Los Angeles and Long Beach.

**9814 LA Glendale Grade Separation (Pacific Surfliner) at SR 134**

Eliminate delays, improve reliability of the both commuter and freight rail service.

**2023 LA LOS ANGELES Storage Facilities & Track**

Improve access and capacity for both intercity and commuter rail services and improve on-time performance and reliability.

**2002 LA La Mirada to DT Junction Third Track**

Add third track to facilitate the integration of freight rail and passenger rail operations (Amtrak and Metrolink) in a critical rail corridor and increase interregional passenger rail service.

**9656 ORA Placentia Avenue Grade Separation**

Eliminate delays, improve reliability of the both commuter and freight rail service.

**9655 ORA Yorba Linda Train Station**

An alternative to SR91 commuters between Orange County to Los Angeles and provide relief to the Fullerton Station.

**2026 ORA Fullerton Transportation Center - parking expansion**

Add parking spaces at the Fullerton Transportation Center needed to increase ridership on intercity train service between San Diego and San Luis Obispo and c Los Angeles and Riverside counties.

**0079D RIV N. Main Corona Parking Structure**

Construct 1,000 space parking structure at for commuter service to congestion along the SR 91.

**0079E VAR 2 Cabs cars and 3 locomotives**

Provide additional equipment needed to expand rail service between Riverside, Orange, and Los Angeles counties.

**2024 VEN Tunnel 26 Seismic Improvements**

Improve service reliability for the Pacific Surfliner and Coast Starlight and for through traffic in this seismically active area between Moorpark and Simi Valley.

**2034 VEN Replacement Rail Moorpark to Simi Valley**

Improve commuter passenger safety, security and ensure security of freight movements along route.

**9877 VEN Oxnard Station Parking Improvements**

Parking will improve the intercity and local commuter rail service currently operating at capacity.

**2017 VAR Statewide Development of Carsharing**

Shared-use vehicles at various intercity transit/rail stations.

## Appendix B – Comprehensive Statewide ITIP (non-TEA) Project Listing

CO	RTE	PPNO	Project	Notes	Other Funding	Totals By Fiscal Year (inc. GF Support)						Totals by Component (inc. GF Support)					
						Prior	04/05	05/06	06/07	07/08	08/09	RW	Const	E & P	PS&ERW	Sup	Con Eng
ALA	24	0057A	Route 24/Caldecott Tunnel Corridor	Support only.	RIP, TCRP	6,000		2,000	10,000					8,000	10,000		
ALA	92	0090C	Hesperian/Santa Clara Retrofit Soundwall	Delay Con from FY 2004/05		148				923			670	92	46	10	253
ALA	680	177	Sunol Grade HOV Corridor- Northbound (Phase 1)	Delay Con from FY 2005/06		7,940				25,080			19,050	3,500	4,440		6,030
ALA	680	A0157D	Sunol Grade HOV Corridor-Southbound	Delay Con from FY 2004/05	Demo, loc	3,500				21,770			19,120		3,500		2,650
ALA		2,020	Emeryville Intermodal Transfer Station	Delay Con from FY 2006/07	RIP, loc						4,200		4,200				
ALA		2,021	Livermore Valley Siding	Delay Con from FY 2003/04						1,000			1,000				
ALA		2,103	BART Oakland Airport Connector	Delay Con from FY 2006/07	RIP, loc						10,000		10,000				
BUT	70	2,262	Oroville Freeway Extension (Ophier Road - Stage 1)	Rescoped to funding.	RIP, loc	3,000				7,100			6,000	1,250	1,250	500	1,100
BUT	70	A0364A	Route 70 Expressway (Marysville Bypass) - PAED Only	Support only.	RIP	3,000								3,000			
BUT	149	0016W	Hwy 149 4 Lane Expressway	Delay Con from FY 2002/03	RIP	28,654		67,227				17,654	58,227	5,000	5,000	1,000	9,000
CAL	4	0304B	Angels Camp Bypass	Delay Con from FY 2004/05	RIP	3,183				15,270			3,183	14,000			1,270
CC	4	0192E	SR4 Widening from Loveridge to Somersville	Support only - Con fully funded by others.	RIP, TCRP, loc			3,000					3,000				
CC	80	0261F	I-80 HOV WB Gap Closure	Delay Con from FY 2003/04	RIP	8,000			23,300			1,300	17,800	2,000	4,500	200	5,500
CC		9,878	Richmond Intermodal Transfer Station	Delay Con from FY 2003/04	RIP, loc					2,000			2,000				
ED	50	3,209	Placerville - Lawyer Dr to Bedford Ave	Delay Con from FY 2003/04	RIP				4,400				4,400				
FRE	41	1,350	County Line Expressway	Support only.		1,080		1,500		8,500		7,500		1,080	1,500	1,000	
FRE	99	1,530	Kingsburg to Selma 6-lane freeway	Delay Con from FY 2002/03		434		43,500					39,000	434			4,500
FRE	99	1530Y	Route 99 Replacement Planting	Delay Con from FY 2005/06						1,300			1,000				300
FRE		2,041	San Joaquin Track Improvements	Delay Con from FY 2003/04				11,289					11,289				
IMP	7	0051Y	Route 7 Landscape Mitigation	Delay Con from FY 2005/06	RIP				283				283				
IMP	78	21	Brawley Bypass - Route 86 to Route 111	Delay Con from FY 2004/05		17,725				43,469		8,082	40,129	2,390	5,058	2,195	3,340
IMP	98	549	Route 98 Widening (west of Rte 111)	Support only.		2,000						720		600	500	180	
IMP	111	0044Y	Landscape Mitigation				250	1,627					1,485		250		142
INY	395	170	Olancha and Cartago expressway	Delete Project	RIP												
INY	395	172	Manzanar 4-lane expressway	Delay Con from FY 2005/06		2,771				17,926		1,054	15,842	176	1,427	114	2,084
INY	395	191	Independence 4-lane expressway	Support only.		3,368	793			881	3,984	4,134		1,387	2,295	1,210	
KER	14	8,010	North Mojave four lanes	Delay Con from FY 2003/04	RIP	7,365		16,594				4,574	15,120	420	1,412	959	1,474
KER	14	8,042	Inyokern Rd. to Rte 178 4-lane (Freeman Gulch)	Support only.	RIP	1,520								1,520			
KER	46	3,386	Route 46 expressway, Kecks Road to Rte 5	Support only.	RIP, TCRP	225					13,240	12,465			225	775	
KER	46	3380A	SLO Co Line-Keck's Road Expressway	Support only.	RIP, TCRP	965					400	150		365	600	250	
KER	58	0258B	Rehabilitation/Relinquishment of Rte 58			585	3,150						2,800	75	500	10	350
KER	395	8,539	Inyo Kern Four Lane	Support only.	RIP	800								800			
KIN	198	A4360B	Route 198 Expressway, Rte 43 to Rte 99	Support only.	RIP	1,100									1,100		
LA	5	2,120	I-5 Western I/C Modification	Delay Con from FY 2002/03	RIP	3,861		5,295				2,722	4,468	242	583	314	827
LA	5	2,808	I-5 Widening - Orange County Line to Route 605	Support only.	RIP	12,599				4,401					12,599	4,401	
LA	5	0151E	Ultimate HOV/Empire Interchange Improvements	Support only - Con fully funded by others.	RIP, loc	5,223			6,133			1,400		822	4,401	4,733	
LA	5	2808A	Orange County to Rte 605 - Interchange	Support only.	RIP	750						750					
LA	10	0309S	Baldwin Park - Soundwalls	Delay Con from FY 2004/05		1,370				4,715		142	3,642	400	828		1,073
LA	60	0482R	Rte 60 HOV from Rte 605 to Azusa Ave	Support only - Con fully funded by others.	RIP, loc	5,100									5,100		
LA	101	2,789	VAN NUYS- Van Nuys Blvd. Off-Ramps	Delay Con from FY 2004/05	RIP	1,342					6,658	118	5,487	205	921	98	1,171
LA	105	2,119	Sepulveda to Nash WB Off Ramp Widening	Delay Con from FY 2003/04	loc	2,534				4,860		1,017	3,621	3	1,288	226	1,239
LA	110	2,961	Temple St. - new off-ramp	Delete Project - Others to Finish													
LA	134	2,223	New Route 134 On-Ramp at Hollywood Way	Delay Con from FY 2002/03	RIP	2,276		15,161				750	13,841	309	1,052	165	1,320
LA	138	3,325	Route 138 Widening	Support only - Con fully funded by others.	RIP	928											
LA	138	3,326	Route 138 Widening	Support only - Con fully funded by others.	RIP	90							90				
LA	138	3,327	Route 138 Widening	Support only - Con fully funded by others.	RIP	1,547							1,547				
LA	138	3,328	Route 138 Widening	Support only - Con fully funded by others.	RIP	106							106				
LA	138	3,330	Route 138 Widening - Twin Bridges	Support only - Con fully funded by others.	RIP	800							800				
LA	138	3,331	Route 138 Widening	Support only.	RIP	4,572								667	2,048	1,857	
LA	138	0694Q	Route 138 Widening	Delay Con from FY 2004/05	RIP	6,852				10,000		2,606	9,400	960	2,895	391	600
LA	405	831	Rte 405-Arbor Vitae-Southhalf of I/C	Delay Con from FY 2004/05	RIP, loc	5,866				1,374		5,866	1,374				
LA	405	2,333	Rte405-Waterford Ave to Rte 10-Aux Lane	IIP & GARVEE Payback Adjusted 20/50/30	RIP, TCRP	11,139	3,601	757	757	757	757	3,692	4,413	1,855	5,548	44	2,216
LA	405	2,336	NB Route 405/101 Connector Gap Closure	GARVEE Payback Adjusted 20/50/30	RIP, TCRP		1,754	957	958	958	958		5,585				
LA	710	2,019	Atlantic Blvd Interchange	Delay Con from FY 2005/06	loc	1,231					6,668		5,454	100	979	152	1,214



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						Prior	04/05	05/06	06/07	07/08	08/09	RW	Const	E & P	PS&ERW	Sup	Con Eng
LA	710	2,215	Rte 710 study per Record of Decision	Support only - Con fully funded by others.		2,952								504	2,448		
LA	710	0219N	South Pasadena - repair/preserve historic buildings	Support only - Con fully funded by others.	RIP	3,910						3,400				510	
LA	GSEP	2,318	Alameda Corridor East Grade Separations	Support only - Con fully funded by others.	RIP, TCRP, loc, Demo						1,042	971			71		
LA	GSEP	9,814	Glendale Grade Separation (Pacific Surfliner) at SR 134	Delay Con from FY 2001/02						16,375			16,375				
LA		2,002	La Mirada to DT Junction Third Track	Delay Con from FY 2003/04							5,000		5,000				
LA		2,023	LOS ANGELES Storage Facilities & Track	Delay Con from FY 2006/07					350	4,650			4,650		350		
LAK	20	115	North Clearlake Freeway/expressway (IC and widen)	Delete Project	RIP												
LAK	29	0122C	Diener Dr to North Rte 175 Upgrade Expressway	Support only.	RIP	2,975								775	2,200		
LAS	36	3,040	Jensen Slough to Route 395 Widening	Delete Project	RIP												
LAS	36	3,048	Susanville Town Hill	Delay Con from FY 2003/04	RIP	530				2,100		50	1,950	130	300	50	150
MAD	99	5,410	Fairmead Interchange & 6-lane Freeway	Delay Con from FY 2004/05		11,204		36,460				6,095	33,120	1,385	2,914	810	3,340
MAD		2,025	Madera Amtrak Station Relocation	Delay Con from FY 2003/04				130	670			35	670		95		
MEN	101	0125F	Willits Bypass	Delay Con from FY 2005/06	RIP	23,383					98,744	9,000	90,629	3,332	9,188	1,863	8,115
MEN	101	0133J	Hopland Bypass	Delete Project													
MER	99	5,401	Freeway Upgrade & Plainsburg Road I/C	Support only.	TCRP	3,243								3,243			
MER	99	5,414	Arboleda Road Freeway	Support only.	TCRP	30,487						24,600				970	
MER	99	5,479	Atwater Freeway	Delay Con from FY 2003/04		11,744		36,112				7,896	33,829	899	1,888	1,061	2,283
MER	99	0528D	Mission Ave Interchange/Freeway	Delay Con from FY 2003/04	RIP	15,519			30,124			9,409	27,753	1,216	4,207	687	2,371
MER	99	0546D	Livingston Stage II Freeway	Delay Con from FY 2003/04		7,799		26,800				4,600	24,400	686	1,791	722	2,400
MER	152	5,707	Los Banos Bypass	Support only.	RIP	2,500								2,500			
MNO	395	241	Highpoint Curve Corrections	Support only.	RIP	525								525			
MON	1	0032G	Salinas Road Interchange	Support only.	RIP	1,114								1,114			
MON	101	318	Airport Boulevard Overcrossing	Support only.	RIP, Demo	98								98			
MON	101	0058E	San Juan Road Interchange	Support only.		1,459								1,459			
MON	101	0058F	Prunedale Operational Improvements	Delay Con from FY 2006/07	RIP, Demo	86,025					61,232	54,005	58,408	11,112	15,222	5,686	2,826
MON	156	0057C	Route 156 West Corridor	Support only - Con fully funded by others.		6,007								5,985	6	16	
MRN	101	A0360F	Novato Narrows Freeway Upgrade	Support only.	RIP, TCRP	2,500				2,200	9,400	8,400		2,500	2,200	1,000	
NAP	12	0367D	Jamieson Canyon	Support only.	RIP, TCRP			2,000							2,000		
NEV	49	4,107	Combie to Grass Valley Widening (Segment 1)	Rescoped to funding.	RIP	2,400				3,800	2,880	3,500	2,380	1,750	650	300	500
NEV	267	0140Y	Truckee Bypass	Delay Con from FY 2003/04		224	1,082						900	61	162	1	182
ORA	5	0978T	Rte 5 HOV Lanes - Rte 91/Los Angeles CL	Delay Con from FY 2004/05	RIP, loc	2,214			26,983		9,226	1,234	35,964			980	245
ORA	74	4,110	Route 5 to Antonio Parkway Widening	Support only.		2,019								958	1,061		
ORA	GSEP	9,656	Placentia Avenue Grade Separation	Delay Con from FY 2003/04	RIP, TCRP, loc		2,200						2,200				
ORA		2,026	Fullerton Transportation Center Parking expansion	Delay Con from FY 2005/06				250		2,750			2,750		250		
ORA		9,655	Yorba Linda Train Station	Delay Con from FY 2005/06				750				4,250	4,250		750		
PLA	65	0145M	Lincoln Bypass	Delay Con from FY 2006/07	RIP, Demo, loc	15,718					78,205	7,368	72,105	2,000	5,000	1,350	6,100
PLA	80	0146D	I-80 Capacity/Operational Improvements (Stage 1)		RIP, loc	2,000		2,600				100	1,200	2,000		200	1,100
PLA	80	0151D	Interchange Reconstruction	Delay Con from FY 2006/07	RIP, loc					11,000			9,740				1,260
PLA		9,879	Sacramento - Roseville Track Improvement Project	Rescoped to funding.	RIP						3,530		3,530				
RIV	60	33	Riv-60 HOV Lanes	Delay Con from FY 2002/03	RIP, loc		9,785						9,785				
RIV	91	0048W	Route 91/71 Animal Crossing Study	Support only.		2,204								2,204			
RIV	91	0076B	Green River Road Interchange	Delay Con from FY 2004/05	RIP, TCRP, Demo	2,194		1,127		12,294			10,062	1,639	1,537	145	2,232
RIV	91	0079D	N. Main Corona Parking Structure	Delay Con from FY 2006/07				1,000			9,500		9,500		1,000		
RIV	215	0121D	HOV, TCL El Cerrito Dr to Jct 60/91/215 (Riv-215 C	GARVEE Payback	RIP, TCRP, loc		3,780	4,048	4,048	4,047			19,970				
RIV		0121P	AB 3090 Reimbursement Project	AB3090 Reimbursement	RIP				4,699				4,699				
SAC	50	6199C	HOV lanes & Community enhancements	Support only.	RIP	2,500								2,500			
SAC		2,027	Elk Grove Intercity Rail Station	Delay Con from FY 2005/06						800			800				
SB	101	4,460	Santa Maria 6-Lane	Delay Con from FY 2003/04	RIP		3,261						3,261				
SB	101	B4459	Santa Maria River Bridge Widening (part 2 of 2)	Support only.	RIP	430								430			
SBD	10	0154D	Tippecanoe Ave Interchange improvements	Support only.	Demo, loc				2,500						2,500		
SBD	15	0174L	Phase 2 NB Widening	Delay Con from FY 2005/06	RIP	7,811		3,975		31,790		8,268	26,886	1,018	2,116	384	4,904
SBD	15	0176A	I-15 SB Truck Climbing Lane	Delay Con from FY 2004/05		750	850	360	12,300				10,500	950	880	130	1,800
SBD	58	0215C	Construct 4-lane Expressway (Kramer Junction)	Support only.		12,489			11,882			9,337	4,489	8,000	2,545		
SBD	58	0217F	Realign and widen to 4 lane expressway (Hinkley)	Support only.		11,083			3,924			4,181		100	9,645	1,081	
SBD	138	0239D	Rte 138 - Widen to 4 lanes (Phase 1)	Delay Con from FY 2006/07	RIP	11,405				9,635	36,622	8,256	30,144	2,974	7,433	2,377	6,478
SBD	138	0239J	Route 138 4-lane widening at Rte 2	Delete Project - Combined into adjacent project.													

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						Prior	04/05	05/06	06/07	07/08	08/09	RW	Const	E & P	PS&ERW	Sup	Con Eng
SBD	210	0192K	Park and Ride Facility Req'd. Mitigation	New Project - Required mitigation							300			75	125		100
SBD	210	0194T	Etiwanda Wind Break Landscape Req'd. Mitigation	New Project - Required mitigation							640		400	34	102	10	94
SBD	395	0260B	US-395 Widening (PAED Only)	Support only.	RIP	4,000								4,000			
SBT	156	70	SBT-156 Widening & I/C at 152/156 Casa de Fruta	Delete Project													
SBT	156	297	San Juan Bautista 4-lane expressway	Support only.		8,132						3,770		858	3,028	476	
SCL	101	0468F	Route 101 Landscaping	Delay Con from FY 2005/06	RIP	193					1,267	23	1,052		193		192
SCL	152	484	Route Study for New Route 152 Expressway	Delete Project													
SCL	152/156	70	SR-152/SR-156 Interchange Improvements	New IIP to existing STIP project.	RIP		2,100	4,900				2,100	2,500				2,400
SCL		2,008	Capitol Corridor-San Jose-Santa Clara Fourth Main	Delay Con from FY 2006/07						3,580	14,320		17,900				
SD	11	1,000	State Route 11 - PAED Only	Support only.		8,000								8,000			
SD	15	672	San Diego - Managed Lanes (stage 1) Middle Segment	GARVEE Payback	RIP, TCRP, loc		5,171	5,538	5,537	5,538	5,537		27,321				
SD	52	260	New Rte52 Fwy-Rte125 to Cuyamaca-Wst end	Support only - Con fully funded by others.	RIP, TCRP, Demo, loc	3,400									2,400	1,000	
SD	905	0374K	New Route 905 Freeway - Otay Mesa	Delay Con from FY 2003/04	RIP, TCRP, Demo, loc	18,858		78,890					70,790	4,607	12,246	2,005	8,100
SD		2,029	Oceanside Transit Center Parking Structure	Delay Con from FY 2003/04	RIP, TCRP, loc				2,700				2,700				
SD		7,300	Del Mar Bluff Stabilization	Delay Con from FY 2003/04			754						754				
SD		7,301	Sorrento to Miramar Double Track/Realign	Delay Con from FY 2001/02						5,300			5,300				
SD		9,865	San Dieguito River Bridge Replacement	Support only.					855					855			
SD		9069A	Sorrento to Miramar Double Track	Support only.													
SF	101	0619A	Doyle Drive Replacement	Support only - Con fully funded by others.	RIP, TCRP, Demo, loc	28,000				21,390			21,390			28,000	
SHA	44	137	Stillwater	Support only.	RIP	440								440			
SHA	299	3,116	Liberty to I-5 aux. lane and bridge widen	Delay Con from FY 2006/07	RIP	270		70	2,596			27	2,200		270	43	396
SHA	299	6,650	Redding Auxiliary Lane & Bridge Widening	Delay Con from FY 2006/07	RIP	1,065		244	13,720			177	12,815	400	665	67	905
SHA	299	A0166A	Buckhorn Grade - Environmental Only	Support only.	RIP	5,088								5,088			
SIS	97	0244A	Dorris Expressway	Delete Project													
SJ	99	7,668	Route 99 Widening in South Stockton	Support only.	RIP	1,455								1,455			
SJ	99	7,673	Route 99 Widening in North Stockton	Delay Con from FY 2003/04	RIP, loc				19,476				16,724				2,752
SJ	205	7,861	205/580 Ultimate Truck Bypass	Support only.		930								930			
SJ	205	7965B	Tracy Widening, stage 2 & 3	Delay Con from FY 2003/04	RIP, TCRP	2,403			38,582	550		550	36,080	822	1,474	107	2,502
SJ		2,030	Capacity Improvements	Delay Con from FY 2005/06	TCRP						24,200		24,200				
SJ		2,031	Stockton SP Depot Restoration	Delay Con from FY 2005/06	RIP				3,400				3,400				
SLO	41	452	Cottonwood Truck Climbing Lane		RIP	364		3,930					3,430	364			500
SLO	46	227	Route 46 Corridor Improvements (WYE)	Delete - Administrative Revision													
SLO	46	461	Rte 46 Corridor - PAED Only	New Project - Administrative revision.	RIP	6,900								6,900			
SLO	46	462	Rte 46 Corridor improvements (Union - Segment 1)	New Project - Administrative revision.	RIP, Demo	1,100			20,700				19,700		900	200	1,000
SLO	46	463	Rte 46 Corridor improvements (Whitley - Segment 1)	New Project - Administrative revision.	RIP	2,600				15,300		1,700	14,600		700	200	700
SLO	46	464	Rte 46 Corridor improvements (Whitley - Segment 2)	New Project - Administrative revision.	RIP	5,000				700		4,100			700	200	700
SLO	46	650	Rte 46 Corridor improvements (Antelope)	Delete - Administrative Revision	RIP												
SLO	46	0226A	Route 46 Corridor Improvements (Shandon)	Delete - Administrative Revision	RIP												
SLO	101	4,856	SLO Operational Improvements - 7 locations	Support only.	RIP	554	711					140		554	532	39	
SLO	101	A4459	Santa Maria River Bridge Widening (part 1 of 2)	Support only.	RIP	710								710			
SM	1	626	Devils Slide Bypass	Delay Con from FY 2003/04	RIP, Demo						750		750				
SM	101	0700B	Route 101 Auxiliary Lanes	Delay Con from FY 2004/05	RIP	495		15,211					8,561	256	199	40	6,650
SOL	37	5201F	Route 29/37 Interchange - Highway Planting	Delay Con from FY 2005/06						3,046			2,800				246
SOL	80	5,306	Route 80 Landscaping Mitigation	Delay Con from FY 2005/06					400				50	250		50	50
SOL	80	8,378	Meridian to Pedrick Widening - (Env)	Delete Project													
SOL	80	8273B	Route 80 Widening Landscaping	Delay Con from FY 2005/06			165			1,122		45	900		165	101	76
SOL		6045L	Bahia Viaduct Track Upgrade	Delay Con from FY 2003/04	RIP		190		1,060				1,060	40	150		
SON	101	0770B	SON 101- Auxiliary Lane	Delay Con from FY 2003/04	RIP	1,000	3,200						2,400	200	750	50	800
SON	101	0789A	Son 101 HOV Lanes -Rte 12 to Steele Lane	Delay Con from FY 2004/05			800	12,000				800	12,000				
SON	101	B0360F	Novato Narrows Freeway Upgrade	Support only.	RIP, Demo	2,500								2,500			
STA	120	941	Oakdale Expressway/Bypass	Delay Con from FY 2003/04	RIP	25,540			70,001			17,755	66,980	755	4,714	2,316	3,021
STA	132	7,855	SR-132 West Widening	Support only.	RIP, TCRP			517									
SUT	70	0289B	Sutter/Yuba Route 70 Corridor Project	Delay Con from FY 2003/04		11,500			33,490			6,000	30,908	500	4,000	1,000	2,582
SUT	70	0289P	Sutter/Yuba Route 70 Corridor Project	Delay Con from FY 2003/04		11,500			49,717			6,000	46,159	500	4,000	1,000	3,558
SUT	99	8361A	Sutter Rte 99 Corridor Project	Delay Con from FY 2003/04	RIP	2,026		7,674				240	6,943	423	1,133	230	731
SUT	99	8362A	Sutter Rte 99 Corridor - Widen to 4 Lanes With a Median	Delay Con from FY 2006/07	RIP, Demo	1,804			966		30,912	966	30,912	137	707	960	



## Appendix B – Comprehensive Statewide ITIP (non-TEA) Project Listing

CO	RTE	PPNO	Project	Notes	Other Funding	Totals By Fiscal Year (inc. GF Support)						Totals by Component (inc. GF Support)					
						Prior	04/05	05/06	06/07	07/08	08/09	RW	Const	E & P	PS&ERW	Sup	Con Eng
TEH	5	8,130	Wilcox Road	Delete Project - SHOPP to Fund	RIP												
TEH	5	8,150	Nine Mile Hill	Delete Project - SHOPP to Fund	RIP												
TRI	299	320	Rocky Point	Delay Con from FY 2003/04	RIP	436		2,587				1	2,377	240	150	45	210
TRI	299	3,104	Sand House Curve	Delay Con from FY 2006/07	RIP	34		211	38	2,399		22	2,273	34	211	16	126
TUL	99	6,400	TAGUS RANCH 6-lane freeway	Support only.		1,600								1,600			
TUL	99	6,480	Goshen/Kingsburg 6-Lane	Support only.		2,202								2,202			
TUL	198	B4360B	Route 198 Expressway, Rte 43 to Rte 99	Support only.	RIP	500										500	
TUO	108	0021B	E. Sonora Bypass Stage II	Support only.	RIP	3,062						3,062					
TUO	108	0021BX	E. Sonora Bypass Stage I Cost Increase	Delay Con from FY 20unfunded			914						914				
VAR	GSEP	2,017	Statewide Development of Carsharing	Delay Con from FY 2003/04						3,600			2,921				679
VAR		0079E	2 Cabs cars and 3 locomotives	Delay Con from FY 2005/06						12,000			12,000				
VEN	101	2,303	La Conchita & Mussel Shoals Op Imp	Support only.		3,300								1,500	1,800		
VEN		2,024	Tunnel 26 Seismic Improvements	Delay Con from FY 2003/04			9,500						9,500				
VEN		2,034	Replacement Rail Moorpark to Simi Valley	Delay Con from FY 2003/04						4,000			4,000				
VEN		9,877	Oxnard Station Parking Improvements	Delay Con from FY 20Prior				1,081					1,081				
YOL	50	0332D	Harbor Boulevard Project	Support only.	RIP, loc	1,275			4,085			3,750		175	1,100	335	
YUB	65	A0362A	Third River Bridge	Support only.	RIP	3,000								3,000			
YUB	70	9725B	Sutter/Yuba Route 70 Corridor Project (Motorplex)	Delay Con from FY 2004/05	RIP					5,250			5,250				

### Appendix C – Statewide ITIP TEA Project Listing

DIST	CO	RTE	PPNO	PROJECT	TOTAL	Totals By Fiscal Year					Project Totals by Component					
						04/05	05/06	06/07	07/08	08/09	RW	Const	E & P	PS&E	RW Sup	Con Eng
1	HUM	169	1027	Mareep Creek Wildlife Crossing	795	109	53	28	605	0	10	532	109	53	18	73
1	HUM	283	0301	Eel River Bridge Decorative Lighting	90	0	15	75	0	0	0	62	4	11	3	10
1	HUM/DN	Var	4110	Pacific Coast Bike Trail Signs	80	80	0	0	0	0	0	52	12	3	3	10
1	MEN	1	4108	Pacific Coast Bike Route - Phase I	902	100	118	684	0	0	76	594	56	44	42	90
1	VAR	Var	4106	Archaeological Site Inventory	1,280	0	0	5	1,275	0	0	1,250	5	0	0	25
2	SHA	44	3194	Landscaping Planting along Route 44	230	0	230	0	0	0	0	230	0	0	0	0
2	THE	5	3195	Adobe Interchange Landscaping	350	20	330	0	0	0	0	280	0	20	0	50
2	SHA	151	3202	Pedestrian Facility Enhancements	390	390	0	0	0	0	0	390	0	0	0	0
2	SIS	5	3183	South Yreka Deer Fencing	860	860	0	0	0	0	5	825	20	0	10	0
2	SIS	5	3198	Mount Shasta Discovery Center (Phase 1)	1,100	0	0	1,100	0	0	0	1,100	0	0	0	0
3	ED	50	3261	Tree Planting along Route 50	710	0	100	610	0	0	0	500	20	80	10	100
3	ED	89	3457	Tree Planting along Route 89	710	0	0	100	610	0	0	500	20	80	10	100
3	PLA	49	4778	Landscaping along Route 49	172	30	142	0	0	0	0	100	6	24	8	34
3	PLA	267	5705	Tree Planting along Route 267	710	0	100	610	0	0	0	500	20	80	10	100
3	SAC	50	6210	Tree Planting along Route 50	710	100	610	0	0	0	0	500	20	80	10	100
3	SIE	89	8003	Wildlife Crossing	822	70	0	115	637	0	5	549	70	100	10	88
3	VAR	Var	2105	Archaeological Site Inventory	1,050	15	1,035	0	0	0	0	1,035	15	0	0	0
3	YOL	80	8914	Tree Planting along Route 80	710	0	100	610	0	0	0	500	20	80	10	100
3	YOL	5	8557	Tree Planting along Route 5	710	0	0	0	100	610	0	500	20	80	10	100
4	MRN	1	1058	Wildlife Crossing	775	150	625	0	0	0	0	525	30	100	20	100
4	SCL	152	1062	Water Quality Enhancements on Route 152	800	105	0	695	0	0	0	645	20	80	5	50
4	SF	80	1068	Bicycle and Pedestrian Facility along Route 80	295	0	0	295	0	0	0	284	0	0	0	11
4	SF	1	1067	Water Quality Enhancements on Route 1	650	75	575	0	0	0	0	525	0	70	5	50
4	SON	101	1054	Bicycle and Pedestrian Facility along Route 101	2,334	0	2,334	0	0	0	1,000	1,338	0	0	6	0
5	SB	--	1809	Goleta Amtrak Station Enhancements	620	0	110	510	0	0	0	440	40	70	0	70
5	SLO	1	1810	Hearst Ranch Scenic Easement	23,000	23,000	0	0	0	0	23,000	0	0	0	0	0
5	SLO	1	1805	Monarch Butterfly Preserve Parking Area at Pismo Beach State Park	293	54	1	238	0	0	0	216	22	32	1	22
5	SLO	1/101	1804	Native Tree Planting along Routes 1 and 101	675	125	550	0	0	0	0	500	50	70	5	50
6	FRE	41	1477	Tree Planting along Route 41	1,311	0	0	30	123	1,158	0	944	30	123		214
6	KER	58	3463	Tree Planting along Route 58	1,041	105	936	0	0	0	0	765	25	80	1	170
6	KER	99	3548	Tree Planting along Route 99	594	0	0	64	530	0	0	434	14	50	1	95
6	TUL	63	6231	Pedestrian Facility along Route 63	911	0	101	810	0	0	0	660	21	80		150
6	TUL	99	6345	Tree Planting along Route 99	698	63	635	0	0	0	0	515	0	63	1	119
6	VAR	VAR	0095	Archaeological Site Inventory	1,877	10	1,867	0	0	0	0	1,862	0	15	0	0
7	LA	5	3545	Aesthetic Enhancements along Route 5	3,234	0	75	150	0	3,009	0	2,969	75	150	0	40
7	LA	110	3546	Aesthetic Enhancements along Route 110 at Arroyo Seco Parkway	3,283	540	0	2,743	0	0	0	2,469	0	540	0	274
7	LA	5	3547	Landscape Planting and Aesthetic Enhancements along Route 5	1,638	0	0	0	180	1,458	0	1,371	30	150	0	87
7	LA	Var	3548	Landscape and Aesthetic Enhancement along Routes 10, 57, 71 and 210	1,527	0	0	190	1,337	0	0	1,250	20	170	0	87
7	LA	110	3550	Downtown Los Angeles Freeway Median, Ramp and Connector Improvement on Rt. 110	1,291	0	210	1,081	0	0	0	973	0	210	0	108
7	LA	101	3551	Wildlife Crossing	1,033	73	960	0	0	0	0	850	23	50	0	110



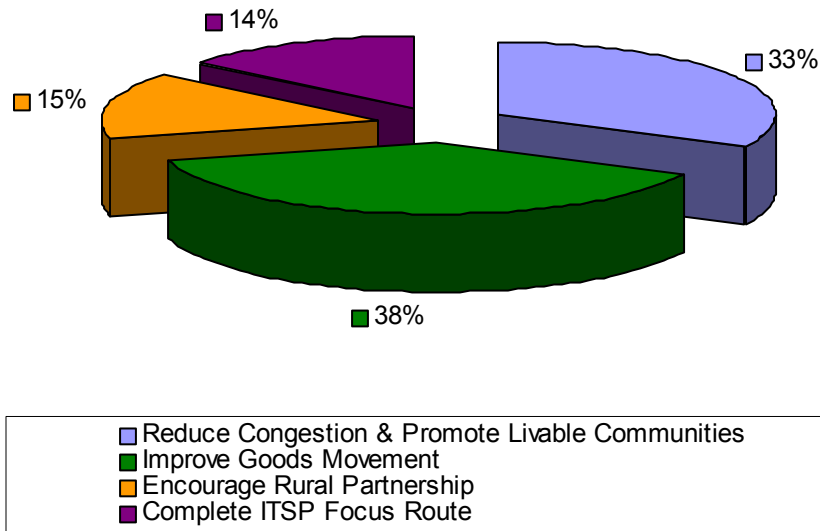


### Appendix C – Statewide ITIP TEA Project Listing

DIST	CO	RTE	PPNO	PROJECT	TOTAL	Totals By Fiscal Year					Project Totals by Component					
						04/05	05/06	06/07	07/08	08/09	RW	Const	E & P	PS&E	RW Sup	Con Eng
7	LA/VEN	Var	3549	Archaeological Site Inventory	690	690	0	0	0	0	0	660	30	0	0	0
7	VEN	118	3552	Wildlife Corridor Enhancements along Route 118	450	0	53	397	0	0	0	345	18	35	0	52
8	RIV	91	0072G	State Route 91 Green River Road Landscape Enhancement	1,200	100	1,100	0	0	0	0	1,000	0	100	0	100
8	SBD	15	0175N	Route 15 Gateway Enhancements-Victorville	1,419	0	150	0	1,269	0	0	1,119	0	150	0	150
8	SBD	--	0176D	Desert Managers Group Visitor Center	1,183	125	1,058	0	0	0	0	933	25	100	0	125
8	SBD	18/330	0180F	State Routes 18/330, Rural Gateway Beautification and Modernization	1,880	120	366	0	1,394	0	0	1,028	120	366	0	366
8	SBD	71	0234P	Tree Planting along Route 71	1,505	0	0	40	120	1,345	0	1,245	40	120	0	100
9	INY	395	0454	Independence Historic Lighting	263	0	0	0	22	241	0	219	0	22	0	22
9	INY	395	0456	Eastern Sierra Interagency Visitor Center, Phase II	365	36	329	0	0	0	0	329	1	34	1	35
9	KER	395	0453	Archeological Site Inventory	260	0	0	35	225	0	0	200	0	10	25	25
9	MNO	395	0455	Wildlife Crossing	1,766	100	0	100	1,566	0	80	1,392	20	80	20	174
9	MNO	395	0457	Landscape Planting along Route 395	32	32	0	0	0	0	0	24	1	2	0	5
10	MER	99	0002	Tree Planting along Route 99	800	0	39	81	680	0	0	615	37	81	2	65
10	SJ	205	0001	Tree Planting along Route 205	1,317	0	0	63	134	1,120	0	1,014	61	134	2	106
10	STA	99	0003	Tree Planting along Route 99	1,100	0	0	52	112	936	0	848	50	112	2	88
10	TUO	108	0004	Bicycle Facility along Route 108	1,463	147	188	1,128	0	0	128	981	147	0	60	147
11	IMP		0519	California/Arizona Border Gateway Native Landscaping Project	745	143	602	0	0	0	50	487	10	78	5	115
11	SD		0990	Transportation Museum	950	0	185	0	765	0	0	655	40	145	0	110
11	SD		0899	San Ysidro Bicycle Facility	1,672	225	1,447	0	0	0	0	1,258	45	180	9	180
11	SD		0867	Balboa Park Historic Landscape Preservation, Phase I	3,517	70	300	16	3,131	0	0	2,761	70	300	16	370
12	ORA	5	2592	Aesthetic Enhancements along Route 5	1,766	67	200	0	1,499	0	0	1,332	67	200	0	167
<b>Total</b>					<b>84,604</b>	<b>27,929</b>	<b>17,829</b>	<b>12,655</b>	<b>16,314</b>	<b>9,877</b>	<b>24,354</b>	<b>47,979</b>	<b>1,599</b>	<b>5,087</b>	<b>341</b>	<b>5,289</b>

## Appendix D – ITIP Proposal Breakdown by Themes

The projects in this proposal are consistent with the ITIP themes supported by the key principles and objectives outlined in the Interregional Transportation Strategic Plan. The chart below illustrates the breakdown of the proposed projects by ITIP themes:



ITIP Themes	# of Proposed Projects	Programmed Amount	% to Total Dollars
Reduce Congestion & Promote Livable Communities	83	\$ 717,948	33%
Improve Goods Movement	42	\$ 838,910	38%
Encourage Rural Partnership	18	\$ 331,044	15%
Complete ITSP Focus Route	21	\$ 312,520	14%
<b>Total</b>	<b>164</b>	<b>\$ 2,200,422</b>	<b>100%</b>
<i>(All dollars in thousands)</i>			

## **Appendix E - Interregional Transportation Improvement Program Themes**

The over-arching theme of the Interregional Transportation Improvement Program (ITIP) is funding for projects to improve the interregional movement of people and goods to and through urbanized areas. It is based on using the Interregional Transportation Strategic Plan (ITSP) as a guide for completion of key portions of the freeway and expressway system and the inter-city passenger rail program.

This interregional theme recognizes that transportation needs in California are statewide and varied, and that the economic health and quality of life in our State depend on the development of a complete multi-modal transportation system “to and through the urbanized areas”. California’s transportation system must be improved. But, the improvements must be well planned in order to meet interregional as well as regional needs. The improvements must also respect and protect our valued natural resources, and promote a higher quality of life. Development of focused themes for the ITIP will help to meet these goals, guide ITIP investments and encourage funding partnerships to effectively and efficiently complete these transportation improvements. These themes include:

- Complete the ITSP Focus Routes
- Reduce Congestion and Promote Livable Communities
- Improve Goods Movement
- Encourage Rural Funding Partnerships

The State’s voice in guiding and influencing the positive future of California is strengthened by adoption of these themes. They encourage stronger partnerships and shared investment in transportation systems. They also recognize the benefits of improved integrated land use and transportation planning processes which are needed to promote livable communities and enhance our over all quality of life.

### **Theme – Complete the ITSP Focus Routes**

Completion of the state highway focused route trunk system identified in the Interregional Transportation Strategic Plan (ITSP) is a priority. This 20-year strategy will provide the main ‘to and through’ highway connection to every urbanized area within the State, and provides for the interregional movement of people and goods.

**Criterion: Candidates for the ITIP are consistent with the approved ITSP focused route improvement plan.**

- Priorities for development of Project Study Reports are consistent with the focused route improvement plan in the approved ITSP.
- Improvements for focused route corridors are coordinated statewide with integrated planning between Districts and Regions to maximize benefits and minimize development impacts.
- Regions should be encouraged to share in the funding of the focused route improvements.
- Regions should be encouraged to fund improvements that link rural and smaller urban centers to the trunk system.

### **Theme - Reduce Congestion and Promote Livable Communities**

ITIP investments for eligible projects under this theme will have a higher priority if Regional agencies use community based integrated land use and transportation planning practices to adopt livable community concepts. These planning practices may include progressive land use, high density zoning near rail/transit stations, transit oriented development, access management control

on conventional state highway routes, effective use of congestion management programs, and trip reduction ordinances. ITIP funds may augment, not replace RTIP or other local funding, and do not relieve the Regional Transportation Planning Agency (RTPA) responsibilities for identifying and funding regional transportation improvements.

**Criterion 1: Support legislative intent to encourage Regional funding for completion of the Transportation Congestion Relief Program (TCRP).**

- ITIP funding may be provided to encourage local funding (i.e. measure, developer fees, Regional shares, Congestion Management Air Quality, Regional Surface Transportation Program, etc) for the project.
- ITIP funding may be provided to accelerate delivery of the project.

**Criterion 2: Regional Transportation Planning Agency (RTPA) uses the integrated land use and transportation planning practices of its regional cities and counties to support and guide future project development decisions and in the development of the Regional Transportation Plan.**

- ITIP candidates must identify the integrated planning practices adopted by the RTPA. (e.g. planning practices that integrate Land Use, Circulation and Housing, and Transportation Elements, with Comprehensive and Specific/Area Plans, habitat conservation plans, and use community based planning or other efforts to include community values for planned growth which promotes livable communities and enhances a quality of life). Regional plans must identify environmentally sensitive areas as part of the transportation element to gain early consensus and avoid future conflicts and project delay.
- Funding partnerships for eligible work can be considered for rewarding Regions that demonstrate integrated planning practice.

**Criterion 3: RTPA has established an effective planning process that coordinates development plans with adjoining regional agencies or local areas to reduce impacts of cumulative development and to maintain and improve quality of life.**

- Coordinated planning between Regions must address the cumulative impacts of major employment generators, the location of affordable housing, capacity of transportation facilities and availability of cross jurisdiction transit/rail services needed to reduced traveler delay and environmental impact within and between regional areas.
- HOV lane addition project candidates must include a transit operation plan or other efforts for increasing high occupancy vehicle ridership.
- Funding partnerships for eligible work can be considered for rewarding Regions that coordinate integrated planning practices with adjoining regional areas and neighboring cities and counties.

**Theme – Improve Goods Movement**

ITIP investments under this theme emphasize the strengthening of California's economy through an improved statewide goods movement system. ITIP investments will be consistent with the goods movement plan in the ITSP and stress the need for shared regional funding for improved access to airports, water ports and goods movement transfer facilities. ITIP funds may augment, not replace RTIP or other local funding, and do not relieve RTPA responsibilities for identifying and funding regional transportation improvements.

**Criterion 1: Candidates for ITIP funding are consistent with the Statewide Global Gateway System Plan contained in the ITSP.**

- ITIP funding priority will be system improvements consistent with the ITSP and not for isolated spot projects.
- Project candidates should consider innovative funding and opportunities for private/public partnerships.
- ITIP funding may be proposed to encourage innovative funding partnerships.

**Criterion 2: Improve safety and remove choke points for movement of goods within, to and through gateways.**

- Improvements for goods movement emphasize safety and operational improvements and reduce people/goods movement conflicts.
- Innovative funding, including opportunities for private/public funding partnerships, should be considered for every goods movement project. (e.g. improved access into and from intermodal transfer facilities; improvements on Surface Transportation Assistance Act (STAA) and terminal access routes; new and expanded roadside/safety rest sites with expanded truck parking lots; etc.)
- Projects should consider opportunities to reduce delivery time, energy costs, community noise impacts, and improve air quality.
- Innovative technologies should be investigated to improve safety and improve operations.
- Funding proposed to reduce delays and improve reliable delivery by eliminating choke points to or on major goods movement routes and critical connector routes must not create new choke points.

**Criterion 3: RTPA has developed a regional goods movement plan that is consistent with the statewide systems plan.**

- Statewide Global Gateway System improvements are incorporated into regional transportation plans to emphasize 'connectivity' to major intermodal transfer facilities, and include a commitment of Regional funding.
- The Regional plans should include strategies for improved safety, and incorporation of new technology to improve trip tracking, reliability and reduce travel times.
- Funding strategies should include public/private partnerships with major intermodal transfer facilities and goods movement operators and authorities.

**Criterion 4: Proposed projects are compatible with community planning.**

- Any funding proposal should include consideration of residents living near intermodal freight transfer or line facilities such as; Airports, Water Ports, Rail Yards, Rail Lines, Trucking Terminals in General, in Comprehensive and Specific/Area Plans.
- Projects should protect the safety and quality of life for these residents.

**Theme – Encourage Rural Funding Partnerships**

ITIP funds may be recommended for partnerships with rural Regions to improve State Highway Routes, where there is a high regional priority due to heavy tourist, recreational, agricultural, or other goods movement traffic. This theme recognizes rural transportation improvements also contribute to the economic well being of the state and quality of life.

**Criterion: Rural Region must provide a significant contribution to the shared funding partnership.**

- The project must provide an interregional benefit.

The Region confirms the need for and priority of the proposed project improvement through a significant contribution of regional share programming.

## Appendix F – ITIP Funding Formulas

The 25% interregional program is not constrained by county shares. However, by law, new funding to the program must comply with the following constraints:

- 60% of the program shall be programmed for improvements to State highways that are specified in statute as part of the interregional road system and are outside urbanized areas with over 50,000 population and for intercity rail improvements.

Of this amount, at least 15% (9% of the interregional program) shall be programmed for intercity rail improvements, including grade separation projects.

- 40% of the program may be programmed to transportation improvement projects to facilitate interregional movement of people and goods, including State highway, intercity passenger rail, mass transit guideway, or grade separation projects. These projects may be in either urbanized or non-urbanized areas.

Of this amount, 40% (16% of the interregional program) must be in the 13 counties of the South.

Of this amount, 60% (24% of the interregional program) must be in the North counties.

The 2004 Fund Estimate provided no new programming capacity for the 25% interregional program.